

THE Hongkong Weekly Press

AND China Overland Trade Report.

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CONTENTS.

| | PAGE |
|---|------|
| Epitome | 285 |
| Leading Articles: | |
| The Germans in Shantung | 298 |
| The Naval War | 298 |
| Embarrassing Rectitude | 299 |
| Naval Comments | 299 |
| The Riot Act | 300 |
| The Chinese Dowager Empress | 300 |
| Meat and Morals in the Far East | 301 |
| Stirrers up of Strife | 301 |
| Hongkong Jottings | 302 |
| Supreme Court | 302 |
| Canton | 303 |
| Some Noted Hongkong Helmsmen | 303 |
| Praya East Reclamation | 304 |
| The China Mutual Life Insurance Co., Ltd. | 305 |
| Neglecting Duty | 306 |
| A Cigar Factory in Hongkong | 306 |
| Stranding of a West River Steamer | 306 |
| The Shipping water Supply | 306 |
| Harbouring Beachcombers | 306 |
| Movement for the Abolition of Judicial Torture in | |
| China | 307 |
| Robbery at the H.K. & S. Bank at Kobe | 307 |
| Yamen Underlings and Their Intrigues | 307 |
| The Recent Pan-Asiatic Tremor | 307 |
| Trouble in a Shanghai Cotton Mill | 307 |
| The Mackay Treaty | 307 |
| Manila Praying for Chinese Labour | 308 |
| Craigengower Club "At Home" | 308 |
| Motor-boat for West River Traffic | 308 |
| Baltic Notes | 308 |
| Alleged Russian Spy at Singapore | 308 |
| Miscellaneous | 309 |
| Commercial | 310 |
| Shipping | 312 |

BIRTHS.

On 30th April, at Shanghai, the wife of LEONARD DUDENEY, sub-editor *N.C. Daily News*, of a son.

On 3rd May, at Shanghai, the wife of S. HERZBERG of a son.

On 12th May, at 2, Moreton Terrace, the wife of R. WOOD, of a son (still born).

MARRIAGE.

On 29th April, at Shanghai, JOHN DOUGLAS to LILY DOUTHWAITE CRAVETON.

DEATHS.

On 30th March, at Tunbridge Wells, JAMES McNAIR DICK, late of S. C. Farnham & Co., Shipbuilders, Shanghai, in his 59th year.

On 23rd April, at Liaoyang, Manchuria, ETHEL MARGARET COOMBS, wife of Dr. A. MACDONALD WESTWATER, United Free Church of Scotland Mission.

On 6th May, at Shanghai, GEORGE CAMERON, aged 47 years.

On 7th May, at Shanghai, CARL KALKHOFF, aged 32 years.

Hongkong Weekly Press.

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ARRIVAL OF MAILS.

The German Mail of the 11th April arrived, per the ss. *Bayern*, on Tuesday, the 9th inst. and the French Mail of the 15th April is expected to arrive, per the ss. *Polynesien*, some time to-day.

EPITOME OF THE WEEK.

M. Bougonin, formerly Military Attaché to the French Legation at Tokyo, a step-son of his named Stange, and one Japanese, were arrested on 11th May. The nature of the accusation against them is not yet revealed; but there is reason to believe that it has to do with espionage.

Diplomacy no longer speaks of the "open door" in the East, says the *Japan Advertiser*. "Accessible inter-cameral communication" is what Japan is fighting for.

A Manila paper seemed surprised by the following incident. An American ship in harbour tapped the message: "Any wireless inside?" It replied: "Do you wish to communicate?" but there was no answer. Of course the inquirers had learned all they wanted to know.

There is probably some mistake about a Shanghai report announcing that certain houses were to be closed "and to be sent from Shanghai if brought up again on a similar charge." In any case, we hope these buildings will avoid anything likely to provoke their deportation. Houses are none too plentiful out here.

The sugar manufacturing industry in Formosa is making rapid progress, the amount of refined sugar produced last year amounting to about 112 million *kin*. The produce has been yearly increasing since the introduction of the Hawaiian sugar cane into Formosa. Present the number of sugar-refining companies formed on the joint-stock basis is eight.

Baron Kriepelstein the special war correspondent of the enterprising German journal, *Lokalanzeiger*, left Shanghai 11th May on the French steamer *Cecile*. This steamer, formerly the *Wuchang*, has been purchased for the purpose. The correspondent was hoping to be in time to see the naval fight between Admirals Togo and Rozhdestvensky.

Referring to Hongkong's last Budget, the *N.C. Daily News* correspondent says: In spite of this excellent showing, there is as yet no promise of reducing the high market tolls that are one of our taxes on food. I am told His Excellency does not consider that we have any real reason to grumble at the prices of meat, although he admits rents are high.

Early on the 6th May a bluejacket from H.M.S. *Andromeda* fell into the harbour near Blue Buildings. He was very much exhausted, when an Indian constable noticed his plight, and unwinding his turban threw one end of it to the sailor, who clutched it, and was thus rescued. He was removed to the Naval Hospital for treatment.

An association styled the "Nihon Menka Saibai Kyokwai," one of the principal objects of which is to introduce the cultivation of raw cotton into Korea, has been established. The promoters met on the 12th April, when they decided, among other things, to dispatch a commission to Korea toward the end of this month or early next month, in connection with the above scheme.

The war does not appear to have affected deposits in the Japanese Post Office Savings Bank. The total amount of deposits on the 29th ultimo stood at ¥1,346,161, yen. depositors numbering 5,36,151. These returns show an increase of 10,275,766 yen. in the amount deposited and of 1,400,40 in the number of depositors compared with the figures on the corresponding date of last year.

Regulation 2 of the regulations for the management of Queen's College by a governing body has been amended, and is published in the *Government Gazette* as follows:—"The governing body shall consist of not less than five nor more than seven members appointed by the Governor, who may, at his pleasure, require any one or all of them to resign, and who may fill up temporary vacancies as they may occur."

Interest is being taken in Manila in cases arising out of money lending at high rates of interest. One department has officials who have, it is said, been paying ten per cent. a month to moneylenders, and it refuses to help the creditor to recover.

The detention, at Hongkong of the relieved Mahrattas is thus mentioned in the *N.C. Daily News*:—"It must be rather a disappointment to the detained lot, hearing of old familiar scenes, and stopped on the very hour of their return thither. But they don't show it. 'How fashion you stop this side?' drew a big gleam of beautiful ivory in one case. 'He' (thumb jerked Government Housewards) 'needs fight mans. Ver' good. I stop.'"

An outbreak of fire, supposed to have been caused through spontaneous combustion, occurred in a coal matshed near the Tsimshatsui Police Station on the 10th May. The fire originated on the top of a heap of coal, and caught on to the roof of the matshed, but was extinguished before much damage resulted, and before the brigade, under Deputy Superintendent Lyons, arrived from Hongkong. The matshed is believed to be the property of Messrs. Siemssen and Company.

The case in which Pilot Lawlor is charged with infringing a harbour regulation was continued before Mr. F. A. Hazeland at the Police Court on 11th May. In the course of his evidence, Mr. Osborne, of the Godown Company, stated that during sixteen years prior to the passing of the new Ordinance there had only been one slight accident in berthing ships alongside the wharves; but since European pilots had taken the work in hand, a number of serious accidents had been very narrowly averted.

Fish are very plentiful at Newchwang and the Russians attempted to institute a tax on the product, but in compliance with the urgent representations of the fishermen they withdrew it, the *P. & T. Times* says. The Japanese, seeing, however, how plentiful the fish are, have now given orders that all fishing boats entering the harbour must pay 5 per cent. ad val or be treated as smugglers. The fishermen are protesting as they maintain fish cannot stand being held over for examination at the Customs pleasure and their losses will be serious.

CHINA AND AMERICA.

EXCLUSION TREATY RESENTED

PRACTICAL PROTEST PLANNED.

SHANGHAI, 10th May.

An influential meeting of Chinese merchants has taken place here, in connection with the new American "Exclusion" arrangements. The meeting protested vigorously, and telegraphed its decision to the Wai-wu-pu to Viceroy Yuan Shih-k'ai and Viceroy Chou Fu. It decided that one form of the protest should be a general boycott of American goods until the Treaty be modified. All the Guilds throughout the Empire are being urged to co-operate in the boycott.

THE GERMANS IN SHANTUNG.

(Daily Press 6th May.)

What really and truly is going on in Shantung? The *Times* says that the Japanese are studying the German activity in Shantung with the same close attention with which they watched the Russians in Manchuria before the war. This we know to be true. It is the Japanese way; and we have noted recently Japanese reports that the doings of Germany in the Shantung province are innocent, or, at any rate, unobjectionable in Japanese eyes. Yet Dr. MORRISON travelled through Shantung not long ago, and tells quite another story. Can it be that the Englishman takes a more jaundiced view of things than the Japanese who may be said to have a greater cause of suspicion? Dr. MORRISON not only tells us that the Germans are too active, but that the English are rendering assistance to the development of German policy there; and that the Chinese officials are now anxiously watching both nations. That Dr. MORRISON's visit did not conduce to approval of either German or English policy is evident when he says that the German policy in Shantung is a repetition of Russia's in Manchuria. His idea is that England is being as much deceived by Count Von Bulow as she once was by Count MURAVIEFF, and he sets about undeceiving her in the columns of the *Times*. German professions of adherence to the policy of the open door are, he declares, insincere. Such an unselfish policy has no doubt been repented by more than one Power before now. Time will show how many of them consider it more than a phrase for political currency. It seems absurd to connect an open door with a sphere of influence; but the ways of the diplomats are past finding out.

"The exclusive right to construct a system of railways in the province, which Germany, with the approval of England, acquired in 1898, carries with it the right to a mining monopoly for ten miles on each side of all the railways. Deeming even this insufficient, on December 15 last, Baron Mumm von Schwarzenstein presented four additional demands to the Wai-wu-pu, the third of which was that within two years of the date of the opening by Germany of any mine within this area all Chinese mines already open within a distance of five miles of German mines should be required to suspend operations, the effect being to increase the German monopoly from ten miles to 15 miles on each side of the railway. Article 17 of the Shantung mining regulations, signed by Germany and China on March 21, 1900, which provides that within a distance of ten miles on each side of the railway only Germans and Chinese shall be permitted to open mines, stipulates that in the case of mines already being worked the Chinese may be permitted to continue working."

The representatives of Germany in China are now said to be claiming that the latter part of Article 17 means that Chinese mines may continue with their old methods only, they have no right to copy the modern mining methods of the Germans. No doubt when Germany signed those terms five years ago, she had the idea that her concession to the Chinese interests already operating was an inexpensive favour to grant. The Chinese are not altogether stupid in business matters, however; and they are beginning to see that the only chance for the old Chinese mines to compete with the new German mines is to adopt similar machinery and methods. China declines to read into the Article the meaning which Germany asserts exists and applies

"not only to the area along the railway but to five additional mining zones, covering practically the whole remaining mining area of a

province larger than England and Wales, the acquisition of which, though denied by Count von Bülow in the Reichstag on March 3, 1902, has been the constant aim of Germany's activity since 1900, especially in 1902."

It is understood that last December Germany demanded a ten mile purely German reservation on each side of the railway's length; that Chinese already mining in this strip may continue as they are, but must not use machinery; the concession of more mining area; and no interference by Chinese officials with German mines. The Chinese Foreign Office has made its customary refusal, but, says Dr. MORRISON, pressure is being brought to bear upon the Wai-wu-pu to reconsider its decision. He complains that England has helped by

"aiding her to obtain from China the guarantee of a loan of £6,500,000 to build a railway under German control from Tientsin to Kiaochau, which, had the Russo-Japanese war taken a different turn, would have become a German Port Arthur."

He complains that "our attitude is in striking contrast with that of the Japanese." So it may be; so, indeed, it is. The Japanese are not prone to such fussy alarms.

THE NAVAL WAR.

(Daily Press, 8th May.)

One or two new points with regard to the situation as between Japan, French Indo-China, and the Russian Armada, are suggested in a long and graphic telegram sent from Cam-ranh by M. ALF. MEYNARD, special correspondent of *L'Avenir du Tonkin*. M. MEYNARD arrived at Cam-ranh on April 25th, after an unpleasantly hungry journey in a junk, and an all night trip in a sampan. He found a dozen Russian coal transports at anchor, guarded by torpedo-boats of the same nationality. All appeared ready to sail at short notice. The effective squadron of ironclads and cruisers was then manœuvring about outside, not being allowed to spend more than twenty-four hours in neutral waters; but it was well understood that a decent interval would see them back again. [*Mais elle re viendra certainement sous peu.*] This appears to throw light on the conflicting reports that have been puzzling us. During the alleged illegal stay in Cam-ranh Bay, perfectly trustworthy witnesses told us that the Fleet was actually in French waters, and others no less reliable testified that the Russians were just outside the limit. A somewhat hurried search through the text books at our disposal fails to find any remedy for this evasion of international principles; and we do not remember any clause which opposes the return of vessels that may have departed in compliance with the twenty-four hour rule. We feel almost convinced that the Japanese have nothing with which they can justly reproach the French in this connection; and we are now in possession of information which dissipates the impression that the French censorship of telegrams was pro-Russian. We learn that its purpose was purely pro-French, to put a stop to the sensational and unwarranted messages that were being sent, implicating the French Colonial Government in a way which they had been striving anxiously to avoid. To return to the narrative of *L'Avenir* M. MEYNARD says that the *Descartes* is at Nha-trang, being informed by Marconigraph of all the movements of the Russians. When the squadron arrived at Cam-ranh, it consisted of forty-five units, the ships steaming in three by three, a very imposing spectacle. The Russians were not then aware that there was a flourishing

settlement at Cam-ranh. An accidental meeting of one of the Concession officials by some Russian officers awoke them to the possibilities of the place. Orders for all sorts of provisions were issued, and in a few days the Russians could take their pick from big supplies. Livestock (cattle) to the value of 25,000 francs was hurried from all sides to Cam-ranh; but alas! the necessity for an unceremonious departure has resulted in disappointment for the caterers, who are much embarrassed by the unwieldy stocks left on their hands. The only thing the Russians did not refuse was coal. They had coal stacked up everywhere, even, says M. MEYNARD, "dans les chambres des officiers"! The passing of the Russians has enriched all this region. "Le nhaqué," presumably the natives of the district, are too busy to do anything for the colonists. They will work only for the Russians. Russian money is circulating freely. The telegraphs are working over-time, which may afford further explanation of reportorial grumbles. M. MEYNARD professes to have seen in the Bay two German steamers seized by the Russians because they were conveying rice to Yokohama. He says contraband ships are ordered into the Bay. He must be mistaken about the two Germans; and it is, of course, unlikely that Russia can commandeer Cam-ranh Bay as a receiving depot for any captures she may make. At night, steam craft fussed about the Bay, suspicious of all strangers; and he was surprised not to be caught. Japanese spies and submarine mines were chiefly feared by the Russians. They were constantly dragging for the latter! One Japanese ship was seen loitering in the vicinity of Binh island. While Admiral ROZHDESTVENSKY was actually suffering, his marines had absolute confidence in him, and no one could doubt the heroic intentions of his officers. With regard to ROZHDESTVENSKY's illness, by the way, we suppressed a former telegram, fearing that REUTER had been hoaxed again. The frequency with which the pathologist and psychologist may meet when diagnosing the particular complaint is proverbial in unrefined communities. The Russian crews are, in spite of their confidence, having a weary time. The constant vigils, the terrible heat, and the lack of comforts, are wearing them out. Neutral shipping wants it over and done with, but pro-Japanese hope the present waiting may be prolonged. Meantime, the Russian ships are becoming more foul and less seaworthy; and the crews demoralised. M. MEYNARD admits that all regard the campaign as a regrettable nuisance. He is impressed by the waste of coal and stores and human energy in this apparently aimless coming and going—"il est malheureux que le charbon, les vaisseaux et l'énergie des hommes soient dépensés inutilement en des va-et-vient sans but bien déterminé." He refers to the "general freshness" of the squadron, a reference whose justice is not quite clear, in view of what has gone before. On Thursday April 20th an officer who died of congestion was buried ashore, near the tomb of a Russian lady who has lain there ten years! The funeral seems to have been Franco-Russian, very gorgeous and impressive. At the last moment (on the 25th) the squadron was ready for immediate departure. Very strict orders were issued against any strangers approaching the fleet, even the contraband caterers being warned that they approached at their own risk. Numbers of vessels with livestock and produce had to return to Saigon without doing any business.

Up north, the emergence of the formerly well watched four Vladivostock

ships, reported by our Kobe correspondent, may possibly be explained by the theory that a Japanese naval redistribution has been effected for the purpose of a decisive movement against the approaching Armada. We have despatched a reporter in a steamer specially chartered, and he should arrive at a certain place just about the time that the situation develops. The public must now be aware, however, that both belligerents are exceedingly distrustful of newspaper ships; and will therefore not expect too much. We know how keen and anxious everybody is just now, as is evident by the discussions constant wherever two or three are gathered together; and can enter fully into the feelings that inspire most of the comments overheard. We should not, however, become impatient with our friends the Japanese, for making their preparations in their own deliberately careful way. Their anxieties are greater than ours; their stake greater; they are entitled to all the time and elbow-room we can give them. If similar feelings were apparent in Japan as are now evident in Hongkong, and if the Japanese admiral were amenable to their influence, we should not be so confident of a successful issue for our allies. As it is, Togo is not lost because unseen; he is not inactive because unheard of; the terrible fate of the Russian Armada is not less certain because delayed. It is almost amusing how neutral opinion has blown hot and cold where Japan is concerned. She was "presumptuous" when challenging Russia, "marvellously shrewd and somewhat lucky" at the first attack on Port Arthur, "too successful to last" at the Yalu and after, "invincible at sea" when the Port Arthur fleet scattered and fled, "riding for a fall" before the Liaoyang affair, "sure to repeat Trafalgar" when the voyage of the Baltics was begun, and now, because Togo does not act precipitately, there are doubts and suggestions that all is not well with Japan. Her ships have been long at sea, and must be the worse for wear, it is said. The life of a gun is only so many rounds, many of her guns must now be useless, it is confidently asserted. Poor, fickle human nature. These ideas that occur with such startling force in the mind of the "man in the street" do not always represent factors of which the responsible ones are unaware. The patriotism of Japan is universally admitted. Why not grant a little intelligence on the part of Tokyo? The temptation to prophesy seems almost irresistible; but let us be patient. The mills of the gods grind slowly, and Togo just now seems too slow for some people. The end of the saying, "yet they grind exceeding small" will be remembered by-and-by, when "we shall see what we shall see."

EMBARRASSING RECTITUDE.

(Daily Press, 9th May.)

"China yields nothing to reason, but everything to force." These words by one of the most distinguished of British diplomatists are repeated with very evident approval by our Shanghai contemporary, who expresses the opinion that, in conjunction with another official dictum, "Make no demand that is not just; never recede from a demand once made," they constitute an epitomised, ideal of policy in dealing with Chinese Officials. At any rate, to give our contemporary's own words, "it outlines the only practical policy to be pursued in China." Qualifications are as stubborn in their nature as facts are supposed to be. It is long since Hongkong ceased to be a part

of China, and doubtless we have come to be regarded, where Chinese politics are concerned, as outsiders who are indifferent to what goes on in the pigtailed and pig-headed empire. We are the vestibule to the much-talked-of "open door," and by no means indifferent. It was with a certain measure of satisfaction that we noted the suggestion that the only practical policy must be a forcible one; and it was with a corresponding feeling of discomfiture that we noted the subsequent qualification. If the British Government is to accept as its guide the rule never to make a demand "that is not just," the candour that admits force as the most suitable argument with stupid, perverse, or backsliding people goes for nothing. It is wasted. We are left as we were, rudely drifting on the conflicting currents of diverse opinion. For how many of the foreign demands made upon China are universally regarded as just? Just none. The Chinese and the pro-Chinese faddists declare most of them not just. At every demand made in the name of commerce or political progress there arises some crank with accusing finger. It is not just to force upon the Chinese religious teaching when they have enough and to spare. We have an indulgent regard for that crank. What is wanted, in more parts of the world than China, is less teaching and more acting. It is unjust to sell opium to China, say others. This would come well enough from a Chinese JOSEPH CHAMBERLAIN; but it is said on other than fiscal grounds. It is unjust to seize ("to grab" is the expression in favour) pieces of Chinese territory. Some of these ingenuous adherents of strict all-round justice smile approvingly on the policy of the "open door," so magical is the effect of a well sounding phrase. They forget that if the tenant is trying to close the door, and the book-agents and drummers agree to keep it open, that some trouble and, co-existently, some injustice, must make its appearance. The open door was opened by force and force only. It is kept open by the insertion of a foot or feet between door and lintel. This is what we understand by force; and so we do not quite follow our contemporary's analogy that the Russian occupation of Manchuria was a closing of the door. It was surely a further opening, and except to the parties concerned, it did not seem to matter much whether a Russian boot or a Japanese clog propped it open. The real "open door" is not as American Secretary HAY and the just ones conceive it at all, otherwise things would be different in Shantung, and the Chinese railway system would be less hybrid and patchy. There would never have been any ideal open door talk but for two things. One was the fear of painful jostlings by those struggling to enter, which the guarantee of perpetual openness was intended to remove. The other was that peculiar human characteristic that makes a confirmed rogue wear black kids and a silk hat on Sundays, the desperate clutch of a bad conscience at respectability! It is this which, perhaps more than anything else, prevents England from joining neighbours in the worship of expediency, and making good her position in her somewhat nebulous "sphere of influence." Those who, like our contemporary, see MACKAY treaties ignored with impunity, and really believe that "force is the only, practical policy," should steer clear of embarrassing qualifications. China may enjoy fuller justice when she has been purged of her injustices by some foreign efforts that must to many appear at first "not just."

NAVAL COMMENTS.

(Daily Press, 10th May.)

As we suspected, REUTER was misled in reporting Admiral ROZHDESTVENSKY sick. At least, there is reason to believe so, now that a well informed French journal *L'Opinion*, publishes an emphatic démenti. On the other hand, the fact that two of his sailors have had to be put ashore with cholera is a bad omen for the well-being of his forces. Our French contemporaries are also confirming our idea that France, in respect of the neutrality of her Chinese colony, has been more sinned against than sinning. With regard to the Colonial Government's much commented upon censorship of telegrams, we omitted to point out that if the authorities had accorded facilities to the correspondents who were besieging the telegraph offices, they would have laid Russia's ally open to a charge of bad faith. It is not yet forgotten what a fuss was made about the British Government's failure to put an immediate stop to the erection by the *Times* men of wireless telegraphing apparatus at Wei-hai-wei. It is now further stated, with every semblance of earnestness and authority, that it was false to say that the Russian Armada stayed in or returned to French waters with the complicity of the local Government. The story published in these columns, describing how the officials prayed Admiral ROZHDESTVENSKY to consider their dilemma, torn between inclination and duty, has colour lent to it by one French newspaper which refers in the warmest of terms to the Russian Admiral's consideration, courtesy and discretion. The account that tells how the Russians made a boom across a side entrance to Camranh Bay by means of chained barges does not detract from this, since the device was probably resorted to before the French made their appeal to him. Incidentally, we learn that the French did not know, until the Russians showed them, what a magnificent harbour they had at Camranh. Admiral ROZHDESTVENSKY and his officers raved about its capacity and natural advantages, and the first named pointed out that it could easily be made into a French Hongkong. Little wonder, therefore, that the discoverers were loath to leave such a fine refuge. One French journal, remarking on the advantages of a good harbour right on the Singapore-Hongkong route, says that although it has been left to strangers to discover it, the Colonial Government may find it still well worth their attention. No doubt, as time goes on, the French Government will find it useful to devote some study to its possibilities. The Russian Armada really seems to have torn itself away this time; but it is still in or near French waters. When last seen by our French confrères, the Armada included a steam water boat. In addition to the twenty-five fighting craft, and the floating blacksmith's shop about which we heard before, this vessel, formerly an oil tank steamer, was carrying fresh water to supply the Russians. The price of six centimes a litre, or approximately fourteen cents Mexican a gallon, is reported as the amount paid by the Russians for the water supplied to this carrier. Here seems to be promised a chance for the Hongkong Steam Water-boat Company, which presumably would be glad to water the whole fleet on those terms. We do not suppose that at this late date either of the belligerent Powers will attempt to add water to their lists of articles contraband! At Vladivostok, it is now stated there are half a dozen submarines, which arrived by rail, the *Phorel*, the *Protector*,

the *Fulton*, and three others of the *Dolphin* type. A dry dock is being made ready; and auxiliary floating batteries are being installed. Enormous quantities of coal have been accumulated. The entrances to the harbour are thickly sown with submarine mines. The number of efficient fighting men there is somewhat optimistically put at a little over one hundred thousand; and it is alleged that reinforcements are arriving daily. Whence and how are the questions left unanswered. There is also a repetition of that to which we were treated in the case of Port Arthur, namely, accounts of enormous numbers of guns, and so on. When Vladivostok falls, we presume Port Arthur history will once more repeat itself. After all these boasts of invincibility, it will have to be said that the commander of the garrison sold it. The latest that seems to have been heard of Admiral Togo was that the majority of his fleet was at Masampo on April 20th. There is a Manila report that he has gone to try to cut off the Third Baltic Squadron, but that is hardly worth noticing. Besides, we have the persistent rumours that NEBOGATOFF and ROZHDESTVENSKY have effected a junction. A theory emanating from Tokyo that the Japanese are in no hurry to fall upon their naval enemies coincides with the opinion we have consistently entertained. Delay is now all in favour of the Japanese navy. It is irksome for those of us who are waiting impatiently for the restoration of normal shipping conditions; but we have the satisfaction of believing that this trial of our patience is helping to assure the ultimate issue.

THE RIOT ACT.

(Daily Press, 11th May.)

The unanimity with which the Press not only in England but upon the Continent condemned the action of the Russian authorities at the time of the outbreak of the recent disturbances is remarkable. The only papers who have in any way approved of the severe measures which were adopted is a portion (and only a portion) of the German Press, who maintained that the steps taken were justifiable as a means of preserving order. For this, they were upbraided, by papers taking a different view, with some severity—perhaps with a little more than was strictly just; as, however much we may differ with them, it is fair to recognise that they spoke only according to their full conviction that a State is justified in proceeding to any lengths for the purpose of maintaining order. Such a view is an exaggerated application of the "*Salus populi suprema est lex*" maxim, and though we may differ widely with such an application of a doctrine, sound in itself, we can at least understand people of a certain school coming to the conclusion that when force is either threatened or resorted to to coerce a government, any and all means may be employed to repress so serious a danger. On such grounds it is comprehensible that some excuse might be found by persons of this way of thinking for the measures which were adopted for suppressing the risings, though, it might be inferred, it is difficult to bring ordinary people to accept the necessity for any such drastic action as was resorted to, even under the most pressing circumstances. There is, however, one fact which makes it impossible for the open-minded people to justify the action of the Russian officials—even upon grounds such as those above indicated; and that fact is that what was done by the people when they combined to approach the Tsar and press their grievances

upon him, was in reality only a mild application of the lesson taught them by the Russian officials themselves. The officials had on frequent occasions not only countenanced but actually encouraged combinations and risings of the people—and thus had taught the masses to adopt the very course which the authorities so mercilessly met when the action was directed against themselves. That the Russian officials encouraged, if they did not actually instigate, the rising in Kishineff is beyond denial, and it is hardly to be wondered at that the people who were taught that combined force was the way to get rid of the Jews, should imagine that a combined remonstrance would be the proper means of obtaining redress of grievances from the Tsar. It was also not unnatural that the authorities should have been to a great extent panic stricken when they found a strong combination among the people, as they knew but too well to what purposes, under their own encouragement, such combinations had been turned before, and thus they were disposed, before any actual danger had arisen, to resort to measures which have roused the indignation of almost the whole of Europe, and have gone beyond the cruelties of the worst Oriental nations. Even in China, where during times of rebellion there have been atrocities that have made Europeans shudder, panic and cruelty have never gone the lengths to which they went in Russia. When rebellions occur in China there is a vast amount of decapitation of the leaders and of men notoriously implicated; but even the Chinese would hesitate to shoot down a defenceless crowd, without warning, in the street. This, however, is the spectacle which Russia presented to the world at the very time when she claimed to have the divine right of extending her beneficent rule over millions of people in the Far East. Certainly, all who have any hope of seeing the spread of civilization in these parts have reason to be grateful to Japan for having made a stand against Russia's aggression. It is no exaggeration to say that Russia is in many ways actually more barbarous than the nations she desires to subdue. What difference for instance can anyone see between the Kishineff massacres and similar outrages which from time to time have been perpetrated in China—for instance the Tientsin Massacre? The moving force (playing on the ignorance of the masses) was essentially the same; and the mode of carrying out the plot, by complaisance amounting to actual instigation on the part of the authorities, identical. Indeed, the more that becomes known of Russia, the more it becomes apparent that all that has been stated with respect to her "methods" from the days of NAPOLEON's celebrated witicism: "Scratch the Russian and you find the Tartar" falls short of the actual facts. The saying of the Great General appears only well justified in the light of modern experience. With an outward appearance of refinement, Russia is in essentials far behind the ordinary standard of civilization; and it would, indeed, be a lamentable circumstance if such a nation should obtain a dominant position in the Far East, which could result only in a perpetuation of all that is of the worst among Asiatic nations. And, what is more, it is quite certain that, as time went on, the intellectual intensity of the East would assert itself, and would be powerful enough to prevail against a nation so lacking in right principle either moral or political; so that instead of raising them to a higher level, Russia would herself fall below the level of the nations over which she had obtained domination.

THE CHINESE DOWAGER EMPRESS.

(Daily Press, 12th May.)

"One of the most powerful characters in history." It is in these ridiculous words that the *Japan Chronicle*, speculating as to what may happen to China after her inevitably approaching demise, refers to the present EMPRESS DOWAGER. "This aged lady," as our contemporary respectfully and genteelly describes the cunning old woman whose masterful but deeply prejudiced rule affects the destinies of uncounted millions, has passed the three score years; and "must in the natural order of things pass away in a very few years, or perhaps even months." What will happen when that happens? We may be pardoned for the rudeness of answering one query with another. What should happen? *Le roi est mort: vive le roi*. That is usually all that happens. This "most powerful character in history," like many others, will leave about as important an impression as does a finger dipped in ocean. To speak of her as a "colossal" figure, by herself holding in restraint the greedy Powers, seems to us sheer nonsense, and this belated and apparently uncalled for whitewashing of her character only to be ascribed to one of those strange impulses that are colloquially known as "contrariness." The writer first seeks to base her claim to greatness on her achievement in forcing her way from her insignificant position as a mere cipher in the Imperial Harem; and in retaining and consolidating her dominant position "in spite" of all the plots and intrigues of an utterly corrupt court. Surely it is obvious that where there are plots, and corruption, such an ascent becomes easy, not "in spite" of but because of them? No abnormal intellectual power is needed. Feminine cunning is sufficient. "She stoops to conquer," sometimes stooping very low indeed; and in cases like this, untroubled by nerves or any womanly modesty or fears, and certainly without scruples, the subsequent climbing may be foretold. The Western "prejudice" against the EMPRESS DOWAGER is alleged to have its origin chiefly in this, that the Western mind always takes alarm at the word "usurper." If history ever gives the right amount of space to this female COLOSSUS, it will probably make it clear that the West has a few other things against the Chinese usurper, besides her summary ways of stopping reforms that the more impressionable EMPEROR seemed to be promising. It might be that we "wrongly condemned the Empress Dowager for exercising supreme power after the Emperor had come of age"; but we had every right to condemn her for the ways in which she exercised that power. The *Japan Chronicle* says: "There is no question that the young EMPEROR proved weak and foolish, and for that alone she was justified in superseding him after he had shown his inability. It is open to argument whether a weak ruler may not in the long run be better for a country than a strong one; in English history we are indebted to some of our most foolish monarchs for our greatest blessings, Magna Charta, Habeas Corpus, and the evolution of Parliament. But that is one of the ironies of history; it is no argument that weakness or folly is commendable in a ruler."

The irony of history is not quite so apparent here as the irony of the historian. Our contemporary may properly refer to King JOHN as a foolish monarch; but he was not what we understand by a weak one. When he became too strong, we got Magna Charta; and if the Powers in China had been able to

pull together as did the Barons at Running Mede, this Chinese septuagenarian would not now be claiming so much attention. It does seem as loose to thank a foolish monarch for "the evolution of Parliament" as it is not to see that happy conditions under a weak monarch are due to a strong people, which the Chinese cannot be said to be. How much the EMPRESS DOWAGER counts as a political factor, and how much her death will matter, may be gathered by an analogy we made some time ago. The Russian Tsar is supposed to be a weak monarch. His people's condition is not a happy one. There is in the case of Russia another factor, called bureaucracy; and in China the same factor is equally prominent. Our contemporary continues:

"It is not generally known that China has a Constitution, admirably framed when the Manchu dynasty was established. Every successive ruler has to swear to obey it, and they have in fact obeyed it consistently. Under this Constitution Emperors have been impeached, and have submitted to trial and even punishment. One clause prescribes that an Emperor may be removed for breach of filial piety."

Evidently the conclusion follows that the EMPEROR, having been unfilial, was quite constitutionally deposed. If the EMPEROR "went so far as to issue secret orders for the assassination of the EMPRESS DOWAGER," there does seem to be some question as to his weakness and folly, which were previously asserted to be unquestionable. It would have been unfilial, and bad policy for his reigning future, to carry out such a task personally. It would have been foolish to make such an order other than secretly. It was a sign of a certain sort of strength, and certainly not politically foolish to seek to disembarass himself of such a wily and strongminded meddler with his Imperial functions. Our contemporary, which loves to dwell upon the aptitude of the West for judging the East wrongly, no doubt has reason to describe that incident as a crime; but why proceed to gloze over the undoubted crimes of the EMPRESS DOWAGER? We are told that "all the vituperation that has been heaped on the head of this venerable lady is misplaced," that it is not certain she knew of the deeds done officially to KANG YU-WER's followers and the reformers. Somewhat unfortunately, in view of a recent Decree, our contemporary continues:

"The Dowager Empress did not make China, nor did she create its penal laws or barbarous usages; neither can she unmake them. They have existed through many centuries, and she can only take them as she finds them."

In that recent Decree, this "venerable lady" notes that *lingch'ih* is "not a merciful" punishment, and commands that the laws be revised, that is to say, un-made. Decapitation is cheerfully substituted. As for those criminals awaiting sentence under the old laws, "let them merely be summarily beheaded." Others were to be "summarily strangled." There is a confident air about this "venerable lady" in the face of the penal laws her Kobe champion thinks too much for her, that says much for her present power. Our contemporary says that "if death by slicing into a thousand pieces happens to be considered an ordinary affair to the Chinese, it appears ordinary to her also; she is not to blame for being Chinese." And then former penal practices in England are referred to. What reasoning is this? The point is that judicial cruelties were abandoned long ago in England, and it was only in April last that the EMPRESS DOWAGER decreed their abolition in China. The vituperations against this venerable lady were indulged in prior to April; if they do not cease at once, it is because it is known that did it suit her purpose

(say there was another reform movement) she would promptly revert to *lingch'ih* practices. It is monstrous to say that it is "practically certain" HER MAJESTY did not know what was happening at the Legations in 1900. If she be "one of the most powerful characters in history," it was her business to know; and living next door she was not colossally clever if she did not find out. That there were lulls in the attacks was not due to a Chinese "anti-Boxer movement," but to belated doubts and fears and vacillations on the part of this venerable lady in her venerable villainies. The *Japan Chronicle* concludes:—

"When the aged Dowager is gone, there will be no central, dominant figure in China. No Viceroy can wield so much influence. The feeble Emperor will be mainly under the conflicting influences of the foreign Diplomatic Corps; and it remains to be seen whether the Powers can be honest with each other and work together for the good of all concerned. Probably not; probably the tide will flow in favour of the most powerful combination of self-interests. But with Russia's prestige gone there will probably be no very serious or permanent element of discord."

When there is an end to smug, mealy-mouthed and only half sincere deprecations of "self interest," where all parties are and always have been "self-interested" in the fate of China, we may hope for saner and stronger policy in dealing with a world market at present wasted and misgoverned.

MEAT AND MORALS IN THE FAR EAST.

Daily Press, 13th May.

Nowhere more than in the Far East should the recent dictum of Canon LYTTLETON, Eton's new Headmaster, on the subject of diet, be received with fitting interest. The functions which our polite Teutonic friends often end with the curious phrase "mahlzeit" are the most important in treaty-port or colonial society; meal-times are the milestones of *la vie Orientale*; eight p.m. is "the hour for which the day doth sigh." *Punch* has laughed at Canon Lyttelton; we will, as long as maybe, endeavour to take him seriously. As the mentor of England's first Public School, and addressing such an audience as the Moral Educational Society of Manchester might be expected to gather together, his comments on the criminality of "chow" cannot be lighted. His contention that "it is well-nigh impossible for even the best-intentioned man to live a life of physical purity if he eats meat to excess" must come closely home to many of us who are dipping into the fleshpots, of Hongkong for instance, three times a day. True, though Shanghai is made to appear, usually by some of its own journals, as a sort of Gomorrah, Hongkong is as yet uncomparred with the other place. Do we take meat to excess? Are we all physically impure? These things it becomes necessary to ask, in view of the reports of the CANON's attack.

"As soon as the diet is changed from meat to vegetables there is a diminution in animal desire. Menus of well-to-do people are on a topsy-turvy principle. Instead of being arranged so as to appease hunger, they stimulate the appetite. If cheese and sweets came first, far less meat would be eaten. Every single meal taken according to the modern menus is a distinct appeal to the passions."

As we have suggested, the European dwellers in the Far East are by no means vegetarians. Fruit there is, and also vegetables, though many regard these latter in dubiety; but there can be no question that fish, flesh, and fowl figure in our menus to a

degree that Canon LYTTLETON would call excessive. One of the first things to strike the English "griffin" on arrival is that, instead of eating to live, we seem to be living to eat. Accustomed to the average stodginess of the English meal,—soup, usually thick; fish, generally salmon in bulk, if procurable; the joint, and the pudding, and the grunt of satiety, rather than our sigh of satisfaction—he wonders at our unconcealed devotion to prandial pleasures. "Where are you staying?" is always asked of him. The next comment may refer to the aspect and ventilation; but more often it is: "Ah! The chow is first rate there." By-and-by, when he discovers that the pioneers who preceded him have established a standard of culinary art, by which dining becomes an exercise productive of most exquisite and yet innocent enjoyment, the man who comes a mere trencherman becomes an epicure. The Orient is debarred from some Home pleasures, but there are compensations. Instead of fads it has foods; it loses ALFRED AUSTIN and learns the poetry of eating. Its much advertised "musical dinners" are not its only harmonious meals. Going back to the Eton faddist, it may be noted that our present admission, and KIPLING's famous statement that the Far East is a place

"Where there aint no ten commandments,"

seem to support his contentions. But KIPLING's line was written for effect; it was in no sense an affidavit. Canon LYTTLETON appears to be a mere vegetarian; and we might almost wager he is a dyspeptic. There comes a time in the life of man when, freed from foolish illusions, scorning the Dove that rhymes with Love, he turns to farcée of pigeon; and, like LE GALLIENNE, wonders if Dinner be not the finest word in the language. The curious point is that Canon LYTTLETON's moral meditations seem to offer evidence against vegetarianism, suggesting that an abundance of meat diet conduces to health of the most robust sort. It is notorious that the typical Romeo is habitually indifferent to every nourishment stronger than moonbeams and erotic poetry, whereas the plain, commonsense person who fears nothing so much as being "off his feed," is always pictured as the character who works and accomplishes things. These theorisings by the Head of Eton are almost certain to enhance the popularity of Rugby. It will be interesting to watch the young aristocrats of Eton evolving into Farraresque ERICS.

STIRRERS UP OF STRIFE.

(Daily Press, 15th May).

Now that the diligently cultivated "scare," arising out of the French failure to make the Baltic Squadron quit Camranh Bay as soon as it should have done, is blown over, we may breathe again. Although we have seen a copy of a telegram, which we are not yet permitted to publish, suggesting that the "crisis" still continues, we are sure that there is no longer any fear of success for the last Russian scheme to draw a red herring across the trail by embroiling England and France. That Russia was disappointed by her previous failure to extend the war area is now a matter of conviction; and we have little doubt that there has been a repetition of that scheming. France is Russia's ally, and also her largest creditor. The inference is that France, for her own sake, wishes Russia to overcome her enemy and, therefore, there was reason to suppose that French officials would be only too glad to lend all assistance in Indo-China to Russia's forlorn hope. It

now appears, however, with sufficient clearness, that France was in truth sincere in her desire to speed the reluctantly-parting guest. France realised some time ago that so far as ultimate victory went, Russia's game was up; and that French interests were suffering the more deeply Russia sank in the mire. France, therefore, desired to see something saved by an early peace, and refused further loans with the object of hastening that issue. But Russia—meaning for the present the administration whose fiat is for war—must have seen in France's unpreparedness and, of course, unwillingness, to go to the length of driving Rozhdestvensky from her Far Eastern waters, a chance of goading Japan into forcing her claim upon her English ally; and in that hope, recked little of the feelings of the French. A section of the Japanese press did see the opening thus made, and in their natural impatience in such a situation, began to ask if the time had not come to test the Anglo-Japanese Alliance. It must not be accounted to them as selfishness that they failed to appreciate the reluctance of both England and France to intervene, because Japan has gone through two such years as would have demoralised some other nations unnecessary to name; and maintained a national equilibrium for which the world ought to be, and no doubt will be, singing their praises when the right focus is obtained. If the scheme had worked, the advantage to Russia in obscuring the issue, disguising her loss of prestige, and making the result less certain than it now is, would soon have been apparent. The Japanese statesmen and people are models for any nation's emulation. Patience wins; therefore Japan wins. The few Japanese journals who have been entrapped into a show of impatience will, when complete victory shortly falls to Japan, all to "her own bat," rejoice with the rest that the cunningly devised entanglements failed to complicate the issue. Meantime, as Englishmen, Frenchmen, or other lovers of fairplay, we cannot but feel glad that the villainy or folly of the busybodies who have been setting matches to the Entente, and endeavouring to fan it into flame, has been foiled. It is easy to recognise that later reports to the contrary are inspired, if by nothing worse, by chagrin.

HONGKONG JOTTINGS.

8th May.

The war is making the fortunes of many commercial houses in Cochin China, but here in Hongkong the authorities are taking the strictest measures to prevent any breach of British neutrality regulations.

The farmers in the New Territory have not had a bright time this year. The first crop of paddy has been an absolute failure; fruit is much behind time; but the abundant crop of peanuts and the promise of a fine second crop of paddy will perhaps to a certain extent have their compensating advantages.

I noticed a few days ago a surveying pole and flag fixed in Glenealy near the path leading up to the Roman Catholic Cathedral. I assume that the preliminary surveys for the new tramway are being made. It occurs to me to add that I have noticed no such poles and flags yet over at Kowloon marking the route of the projected railway to Canton.

Since Sir Charles Dilke wrote his book *Problems of Greater Britain*, in which he referred to the complaints of the weakness of the defences of this Colony, a great deal has been done to strengthen them in every possible way. Even during the last twelve months, since the advent of General Villiers-Hatton to the Colony, it has been evident to

everyone of ordinary observation that much has been accomplished in this connection, and we can recognise that if Hongkong is the Spithead of the East, it can no longer be said that it is a "Spithead without the Spithead or Portsmouth forts" though, perhaps, it may still be said to be "without the Portsmouth garrison." As, however, the departure of the Burmas and the Mahrattas has been indefinitely postponed, we happen to have at the present time an exceptionally strong garrison.

Hongkong is a wealthy city. You have the fact forced upon your attention by the way the meanest clerk puts on "side," and for further illustration note the fines imposed in the Police Court on even the meanest coolie. For an offence which in England would be punished with a fine of half a crown or five shillings, it may be observed that the Hongkong coolie is mulcted in \$5, \$10 or \$15. And they pay it too, in the majority of cases. If they haven't the money their "good fells" as a rule provide the money readily enough. Some coolies were fined \$15 each last week for "making a noise, disturbing the peace and quietude of the neighbourhood"—the neighbourhood of a police station. A police station must be a comfortable place to sleep in these hot nights when dogs in more select neighbourhoods howl all night at the moon and crowing cocks keep their "shrill clarions" going from dawn till it's time to get up.

During the course of his remarks at the Craigengower Cricket Club's "At Home" at the Happy Valley on Saturday afternoon, that enthusiastic cricketer, Mr. T. Sercombe Smith, President of the League, took the opportunity to throw out a few recommendations to the number of willow wielders present. The first question he thought required consideration was with regard to Umpires. There was often trouble concerning these, although they did their best to give an impartial decision. If, a batsman given out had cause to complain there were others who had equal cause not to complain. His suggestion was that in future an official umpire should be attached to each club and the umpire of the Hongkong "A" team might umpire in a match between Craigengowers and the R.A.M.C. and so on. If this suggestion were acted upon the League Committee might be saved any difficulty in the matter of disputes during the coming season. Further, watches should be tallied before the game started and, if necessary, during changes in the play. Again, if the last over of a match is not finished when time is up, and there might be a sufficient number of balls to get the remaining number of batsmen out, that over should be played out regardless of time.

Much public attention was attracted last year by the success apparently achieved in the treatment of plague cases at Kennedy Town Hospital by giving to the patients large doses of carbolic acid taken internally. So strikingly successful did this treatment appear to be that Mr. Ho Kam Tong, compradore of Messrs. Jardine Matheson & Co., generously had a considerable quantity of this medicine made up and distributed it free of cost with full directions amongst the Chinese living in Canton. Altogether 3,000 bottles of it were so distributed, and although full returns were not received, Mr. Ho Kam Tong in a letter to the Principal Civil Medical Officer of Health, mentions that from the returns he has been able to obtain it is seen that the percentage of cures with carbolic acid among the Chinese is higher than that given in Dr. Thompson's report of last year. Dr. Koch, however, in his report, says in reviewing the treatment of plague: "I fear it is impossible to avoid the conclusion that up to the present we have discovered nothing that is really effective, nothing that can rank as a specific in the same way as the diphtheria antitoxin. The use of carbolic acid in heroic doses was not conspicuously successful and I consider we have sufficient ground to revise the favourable impression which was formed of it the previous year."

BANYAN.

The Meiji Fire Insurance Co. has declared a dividend of 17 per cent. for the year ended the 31st of March last.

SUPREME COURT.

IN BANKRUPTCY.

Thursday, 11th May.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE).

CHAN LEUNG CHEUNG EX PARTE CHUNG KICHU.
Mr. C. Dixon (of Mr. J. Hasting's office), who appeared for the creditor asked for a receiving order. A declaration had been filed in support of the petition, and an act of bankruptcy lodged, the debtor having absconded from the Colony on the 18th ultimo with intent to deceive or delay his creditors. A declaration as to assets had also been filed.

An order was made.

U FUK EX PARTE WONG PIK TSUN.

Mr. R. Harding (of Messrs. Ewens and Harston), applied from an adjournment for 14 days, as probably the debtor would pay, a composition. Grant d.

KWOK YIK TONG EX PARTE THE DEBTORS.

This was a public examination by Mr. Wakeman, Official Receiver. Kwok Yik Tong; a partner of the firm stated: I carry on business as a druggist at 100, Hollywood Road. My partner went to the country about ten days ago. I commenced business between two and three years ago with a capital of \$600. Both my partner and myself took an active part in the business. My landlord distrained my goods and furniture, and sold them by auction. I have no other property, neither has my partner, who has gone to some place in the Nanhui district, near Canton. I went bankrupt as people sued me and I had not sufficient business to carry on with. The \$600 capital was all lost. The debts recoverable due to the estate amount to \$300. My business was cash and credit. In the course of the year my takings were \$700. My partner said he was coming back when he left. He went away because he was not well.

The examination was adjourned sine die on the application of the Official Receiver, and an application by Mr. H. K. Holmes for adjudication was granted.

HODJEE Y. COBJEE EX PARTE THE DEBTOR.

On the application of the debtor through his solicitor, Mr. H. K. Holmes, the Official Receiver consenting, an order for adjudication was made and the public examination adjourned.

WAI YUEN BANK EX PARTE THE DEBTOR.

Mr. Master (of Messrs. Johnson, Stokes and Master) made an application under Section 33 of the Bankruptcy Ordinance, sub-section 2, that costs of proceedings in this bankruptcy be paid out of the estate.

An order was made for the payment of such costs, together with the cost of the application.

YEUNG CHUK SAN EX PARTE CHEUNG FAI NAM.

This was another public examination.

Yeung Chuk-San, examined by the Official Receiver:—I am assistant compradore to Messrs. Hudson & Co., and have been so for eight years. I am in charge of accounts, and do buying and selling business on my own account. I have done so ever since I have been with the firm. I went bankrupt on account of the Tai Sing. I was security for Hang On, and had to pay money for him. I have not paid it yet, but the firm want me to pay it. The amount is over \$10,000. Hang On bought the bill, and I and Te Sing secured it. It was a bill for 33 days, for money lent to the Hang On. The amount of the bill was Taels 15,000. Te Sing paid it all. Now he wants me to pay my share, and I cannot. He has pressed me for it. I guarantee the bill as a friend, because the Master of the Hang On is my friend; before I guaranteed it I was solvent. In addition to this \$10,000, I borrowed considerable sums from other people, but gave them no security. I borrowed \$7,000 from the Wai On Bank, in which I had some shares. When I borrowed I expected to repay from the results of my business. My salary is \$100 a month and I get commission as well.

The examination was closed.

WONG SAN PO AND ANOTHER EX PARTE WONG CHUN OI.

In this case a warrant is to issue for the arrest of a debtor. Mr. Almada e Castro for the petitioning creditor applied for adjudication.

This was granted and the Official Receiver appointed Trustee.

QUAN YUEN FIRM EXPARTE LAI TSZ TSAU.

The Official Receiver asked that this case be adjourned for a week. Cheng Yuk Po, a partner, had been handed over by the Portuguese Government at Macao, and was now in Victoria gaol. An adjournment was granted.

WAI LEUNG SHEK EXPARTE THE DEBTOR.

The Official Receiver opened this public examination.

Wai Leung Shek, examined, stated: I am comrade to the Stockton Milling Company and have been so for three years. I lost about \$70,000 while with Messrs. Holiday, Wise and Co. as I had to give security for the purchasers and they failed; \$30,000 is due to me in security, and the balance in goods. I cannot recover the \$70,000 from Messrs. Holiday, Wise and Co., I owe Mr. Michael \$30,000 for shares in which I speculated. I have no property except furniture, &c., and no money owing to me. I found myself in difficulties four years ago, and have been trading since, knowing that I could not pay my debts.

Debtor, examined by Mr. Michael: My income is between \$150 and \$170 a month, and I spend \$100 for expenses. I pay \$75 for house rent. In settling a flour transaction sometime ago, in which a payment was made in settlement in the sum of \$30,000, I did not receive any portion of this. The whole amount was paid to the Stockton Milling Company.

His Lordship—What do you propose to pay?
Debtor—I cannot say that now.

The Official Receiver—His assets are about \$1,500 or \$1,600, and his debts amount to \$43,629.

The examination was adjourned for a month on the application of Mr. Michael.

YU FAT BANK EXPARTE YEUNG TSO CHAI.

Ma Yun, a partner in the bank was publicly examined by the Official Receiver. He said: There are four partners in the bank. I first heard of the bankruptcy about the end of March. My accounts have all been handed to a solicitor. I did not endeavour to keep out of the way to save filing my statement of affairs.

The Official Receiver—I would ask your Lordship to commit this man under Section 57. He has been keeping out of the way, and did not attend the first meeting of creditors.

Debtor informed His Lordship that he was present when his creditors met, and Mr. Goldring, who represented a petitioning creditor, stated that this was so.

His Lordship informed debtor that he must give all the information in his power to the Official Receiver concerning the property.

Mr. Goldring stated that in this case a majority of creditors had resolved that Mr. G. A. Hastings be appointed trustee in bankruptcy. He wished to oppose this on the ground that it was creating a precedent of solicitors being appointed trustees, and such was not advisable in a colony like this and, therefore, on behalf of the petitioning creditors, he would ask that Mr. Wakefield be appointed trustee.

Mr. Dixon said he appeared on behalf of creditors representing about \$30,000, whereas petitioning creditors represented only about \$2,500. The creditors for whom he appeared were the only ones who had proved their debts, and the resolution appointing Mr. Hastings trustee was carried by nine-tenths of the creditors. An order was made for adjudication, and Mr. G. A. Hastings is to be appointed trustee on his giving security to the satisfaction of the Registrar in the sum of \$120,000.

Saturday, 13th May.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH
(PUISNE JUDGE).

CLAIMS AGAINST MAJOR HURLY.

Ten local firms claimed from the defendant, Major Hurly of the 93rd Burma Infantry, a sum together with costs amounting in the aggregate to \$1,114.41 on account of balance due on goods and services rendered. The following were the particulars of claims:—Messrs. Lane Crawford and Co., \$423.97 and costs \$16.50; Messrs. A. S. Watson and Co.,

\$164.33 and \$12.33 costs; The Sang Cheong firm, \$147.20 and costs \$10.50; Messrs. Wm. Powell Ltd., \$58.77 and costs \$8.50; Mr. Tang Kee, \$53.46 and costs \$5; Messrs. Dorabjee and Co., \$43.05 and costs \$13.29; Messrs. Cottam and Co., \$39.50 and costs \$6; The Hongkong and China Gas Co., \$33.93 and costs \$6; Messrs. Lok Hing, \$30 and costs \$8; Messrs. E. C. Wilks and Co., \$28.50 and costs \$6.

Messrs. J. Wilson, Looker and Deacon, Wilkinson and Grist, Ewens and Harston, Mr. J. D. Stephens, and R. A. Harding represented the plaintiffs. Mr. Barlow, for the defendant, said he did not wish to waste the time of the Court. He would consent to judgment with costs in each case.

His Honour gave judgment accordingly.

CANTON.

(FROM OUR CORRESPONDENT).

10th May.

NO REST FOR THE WEARY.

The Kwangsi rebellion having been repressed, His Excellency Shum Chou Him sent a memorial to the throne asking for permission to retire on account of sickness; but it was refused.

THE CANTON ADMIRAL.

The Tartar General has been ordered to return to Peking, his post being taken up by Tartar Lieutenant General Hing Chium for the time being. Before he left, he went to Boque Tigre and made an inspection of all the forts, and gave orders for certain repairs. The late Mok Sin He being dead, Li Chou is appointed acting admiral in charge of all the forts and ships of war.

ONE FAILURE MAKES MORE.

It is said that Russian ships of war are coming to the south and in order to maintain neutrality the Viceroy Shum sent a telegram to His Excellency Yuan Shi Kai, the Viceroy of Chili, asking for a few ships of war for the protection of Canton. His Excellency wired an answer to this effect. "Last year, when the Japanese men of war captured the Russian ships of war in Chefoo, the Chinese warships could not do anything to prevent them, and in consequence the Russian government blamed China for breach of neutrality. Therefore, it is not advisable to send ships of war to the South (Kwangtung) for fear of giving rise to diplomatic friction. But it is expected that the Viceroy of Canton will choose some experienced officials well up in diplomacy to command the few ships of war that are in Canton to cruise about the river and watch, and, in case of any of the belligerent nations committing a breach of China's neutrality, the officials must not raise any complication; but reason fairly and justly according to international law so as to pacify both parties." Upon receipt of the above telegram His Excellency Shum has given orders to all the officials, civil and military, to keep strict watch in all the forts, and gunboats to cruise about the river, and no men to leave their posts without permission.

ROBBERS STILL NUMEROUS.

After the death of Lum Kwa Sz, the brigand chief of the district of Heungshan, there appeared another person by name Lum Kwa Ng, the brother of the late Lum Kwa Sz, under whom there are four or five thousand banditti. They go about the district of Heungshan and its vicinity to plunder the boats of the people, and cut rice crops in the paddy fields. They levy blackmail upon the merchants, and set fire to the houses, so much so, that the villagers are very much afraid of them. The mandarin soldiers were trying to catch them, but without success. Whenever they fought with the soldiers in the battlefields the brigand chief Lum Kwa Ng had a white flag hoisted up on which appeared the legend: "Lum Kwa Ng seeks vengeance for his brother." The gentry in the district are so desperate and terrified that they have petitioned the Viceroy for permission to form a volunteer corps among the farmers and villagers, and arrange a loan of money to buy ships of war and guardboats to fight the brigand on land as well as on sea.

A ROBBER CHIEFTAINNESS.

We have been writing and talking about male brigands, and never thought of female

brigands. In Heun shan there is a female brigand chief named Lai-E-So. She is of the age of about thirty, wears a short tight dress and gaiters, and looks like an Amazon of the Chinese theatre. Her associates number a few hundreds. Frequently they go to levy blackmail upon the villagers and kidnap children for ransom. While she was in Chinshan, not far from Macao, some mandarin soldiers, helped by spies have arrested her.

A MANCHU FRAUD.

A few Manchu swindlers went to Fatsan with a subscription book illustrated with maps and pictures describing how, at the time of the Boxers' disturbance at Peking, the Imperial Palaces were destroyed by foreigners and many things stolen. Now the Peking government required money to repair them, and they asked the people to subscribe money. They went from house to house to ask for subscription; some people who believed them subscribed.

A NATIVE SCANDAL.

There are some houses in the city for females to gamble in, about the doors of which are hung up sign boards with "the residence of Judge," "the residence of general" or the title of some high official; so that police or vagabonds fear to go in and break the gambling nest. They are always well provided with tiffin, tea, tobacco, and cakes, and private rooms. There are games of fantan, dice, and cards. Some females play heavily and, as is frequently the case, when they lose all their money and jewellery they go to the bad. When a woman or girl loses her all and has no money to pay she is kept there until some body redeems her. In fact these places are pandering to vice. Lately, it having come to the knowledge of the mandarin, some few have been seized and closed and the keepers thereof arrested and imprisoned.

WHO WERE THEY?

A few foreigners in European dress armed with rifles and revolvers and accompanied by an interpreter went by steam launch into the interior, surveyed and planted some flags on the hills. The villagers were very much afraid thinking that the Japanese were going to take their territory. Some say they went there to measure and survey for a railway, and others say for lighthouses; but the gentry of the districts were so terrified that they brought the matter to the notice of the district magistrates.

FROM BAD TO WORSE.

Some few years ago the Viceroy issued an order to close all the gunsmith shops in Canton, and whenever a person was caught manufacturing or repairing guns, he would be arrested and put in prison. So nearly all the gunsmiths closed their shops and left Canton. They went to associate with robbers and pirates and taught the latter to repair and manufacture guns and shots.

His Excellency seems to be in earnest. Thinking that the soldiers in Canton are not enough, he has sent a few *weiyuins* to Kwangsi to enlist a thousand soldiers. Perhaps what they bring back will be Kwangsi rebels.

SOME NOTED HONGKONG HELMSMEN.

The Hon. Mr. F. H. May, C.M.G., contributes the following to the Victoria Recreation Club Magazine for May, which includes plenty of other matter of interest to sportsmen:—

Few people realise what an art boat and yacht sailing is. Yet in the sailing of yachts the personal equation of the helmsman counts for as much as does the difference in skill of the jockeys of racehorses. In our time there is said to be only one amateur yachtsman who can hold his own at the tiller in sailing a large yacht in a race with professional helmsmen of the first class. And in our time there has only been one gentleman rider who could compete with an Archer or a Fordham in flat racing.

The really first-class helmsmen in England and America to-day may be counted on the fingers of one hand, just as the jockeys who are in the front rank in racing on the flat may be similarly enumerated.

Practice, of course, counts for a great deal in both sports. It is from lack of equal practice that the gentleman rider falls behind his professional rival on the flat, and it is want of practice that prevents amateur yachtsmen from qualifying for sailing a *Shamrock* or a *Reliance*

for the America Cup. But practice cannot do everything, and there are certain qualities—and not a few of them—that the first-class helmsman must possess in a greater or lesser degree if he does not combine them in their entirety.

He must have courage to sail his craft with determination. A cool head to guide her in danger or extricate her from the difficult positions which arise through keen competition of many rival competitors. Quick observation to detect changes in the condition of wind and sea, and the effect of the manœuvres of his rivals. Patience to suffer the vagaries of a fickle breeze, and quick decision to take advantage of the smallest opportunity. Good temper to endure the buffets of ill-luck, and withal, a light hand on the tiller to coax his sails to slumber in the breeze and thus win the greatest speed from the vessel of which he is in charge.

No two helmsmen possess all these qualities in equal degree. Thus one man may lack in coolness and patience. Such an one is he who will sail a magnificent race when he is leading his competitors, but may fail to extricate himself when placed in a disadvantageous position by his rivals. Another may be slow to observe what is passing around him or may lack the faculty of coming to swift decision. Such an one will, needless to say, miss many an opportunity and lose many races that might have been won. A third may be impatient of temper. It is said that it is never of any use to get angry with a woman. It is quite certain that the way to perdition in a yacht race lies through the loss of that equanimity which is essential if the helmsman would do himself and his charge justice.

As we look back over our experiences in yacht racing in these waters recollections of many skilful helmsmen rise before us and we can remember to have detected in each one of them the possession, in a greater or lesser degree, of the qualities we have mentioned. One of the first expert helmsmen we had to contend with was Mr. (now Major) Lindsay Lloyd, R.E. He sailed the old *Hiyah* with great success in 1891 and won the championship of the Club. Later he achieved equal success with the *Payne*. He was never more at his ease than when the wind piped loud and lashed the water into white foaming crests. Always on the starting line at gunfire he was hard to catch if he gave you the slip. But when the gentlest of zephyrs, with faint and tickle breath, barely raised the fighting flags of the little fleet of racers, he was perhaps more dangerous still. For so quick his observation and nice his touch on tiller that the little *Hiyah* was rarely left behind in those patches of water scarcely ruffled by baffling breezes that try the patience of helmsmen in our harbour.

We used to mutter "what luck he has" as he left us struggling to find an air of wind to carry us on, till the conviction was gradually borne in upon us that his luck was only skill.

Mr. Lloyd's principal rival in those days was Major Wynne Eyton, who made so great a name for the *Dart*. He was a skipper perhaps less brilliant but more patient and persevering. No race was ever lost with him till it was won, and no helmsman that has sailed in these waters ever did his craft more consistent justice. It was in this epoch, too, that Mr. J. R. Harding, of the Imperial Maritime Customs, came amongst us. He had sailed boats since he was a boy and we sometimes think that he was perhaps the best helmsman that we have seen in these waters. The manner in which he sailed the *Hiyah* after she had passed out of Mr. Lloyd's hands was an object lesson in what a first-class helmsman can do with anything that is equipped with tiller and sails. We sailed against him ourselves, but never beat him, although we often succeeded in beating the *Hiyah* when he was not at her helm.

Later, some of the closest racing ever seen in Hongkong was witnessed between the *Maid Marian* in the hands of Mr. John Hastings, and the *Erica* with Mr. Denison at her tiller.

Of different types these two helmsmen, and each with his peculiar capacity. The former at once wary and bold; of infinite patience, and with consummate judgment that rarely led him into error. The latter, original in conception, swift in decision and quick to seize the slenderest opportunity afforded by the rules of racing or the condition of the

elements. In the two seasons between 1896 and 1898 the *Maid Marian* won the championship, *Erica* being second to her. In the third season (1898 to 1899) *Erica* was champion with the *Maid Marian* second. A notable struggle.

In addition to being a brilliant helmsman—when he likes to try his best—Mr. Denison has a wonderful knack of finding the trim of a yacht. This is an art that every helmsman should cultivate. Let it not be supposed that a yacht is a machine, like a gun, that one has only to handle with precision to attain the mark. Even a piano needs tuning and a clock regulating. But a yacht is more difficult to deal with than these, for, although inanimate, she so nearly approaches to the animate that we sometimes almost fancy her alive. It is well then to deal with her as you would with her living sisters—attend to her little as well as her big wants; learn to understand her; be gentle with her; coax her when out of mood; take pride in her; and she will ever respond to your demands upon her help.

In these later years it has been our good fortune to sail constantly against an exceedingly skilful helmsman—as skilful as any of those mentioned. We allude to Rear-Admiral C. G. Robinson, R.N., who sailed the *Vernon* with such conspicuous success. Long-trained to the sea he rarely missed indications of wind or weather, and his touch on the tiller was so light and true that it was a real treat to see him sailing his craft to windward.

PRAYA EAST RECLAMATION.

MAJORITY FAVOUR POSTPONING SCHEME.

A meeting of Marine Lot Owners interested in the reclamation scheme was held in the Old Chamber of Commerce Room, City Hall, on the 13th May. Sir C. P. Chater presided, and there were also present Messrs. M. S. Northcote, C. W. Dixon, A. J. Raymond, W. H. Potts, A. Rodger, E. Shellim, W. S. Winterburn, A. Rumjahn, A. H. Ough, A. S. Hooper, H. W. Mody, A. N. Mody, Li Shun Fan, Tim Hing Kee, Cheng Peng Hoon, Wing Kee, Kwok Chick, Tse Yat, Yeung Chiu, Kwok Li Ting, Tam Yuk and Lo Wan Po.

Sir PAUL CHATER said:—Gentlemen, As some of you here this afternoon were not present at the meeting held on the 17th April, 1901, it may not be out of place if I give a short resumé of what has taken place up to the present which will, at the same time, serve to refresh the memory of those who attended that meeting. The proposition of the Praya East Reclamation was originally made by me to the Government so far back as the 12th June, 1900. The scheme as then set forth was not, however, acceptable, the Government contending that the terms proposed were unduly favourable to the lot holders, and asking for an equal division of the land reclaimed after deduction of the expenses of reclamation. To this I could not consent unless, on their part, the Government would consent to include in the cost of reclamation the compensation that would undoubtedly be claimed by marine lot holders for loss of frontage, etc., on their existing lots during the progress of the works and for the diminished value of these lots on conversion into inland lots, and I suggested as an alternative a further extension of the reclamation by another seventy-five feet to be added to the strip of land reserved for godowns, making the depth of the reclamation 520 feet instead of 445 feet as originally proposed, and a payment to the Treasury by the marine lot holders of a premium of 25 cents per foot on every foot of building land to be leased to them. To this the Government replied that they were prepared, provided you assented to recommend to the Secretary of State the general acceptance of the scheme subject to certain conditions (set forth in a letter to me of the 10th February 1901, and laid before you at the meeting of 17th April, 1901) and to any modification the Secretary of State might deem necessary. The position of affairs was then placed before you at the meeting held on 17th April, 1901, and you will remember that the following resolutions were then put and carried unanimously:—

First: "That the proposals for the Wanchai Reclamation embodied in the correspondence between Mr. Chater and the Government and published in the local papers be accepted in

principle, and Mr. Chater is hereby authorised to forward this resolution to the Colonial Secretary.

Second: That the holders of lots fronting the sea authorise the preliminary surveys and plans and undertake to contribute, in proportion to their marine frontages, to the expenses incurred by the Government in so doing."

These resolutions were on the 10th April, 1901, forwarded by me to the Government as per my letter of that date, which was at the time published in the local press. Since that date I have up till now had no further communication of the Government bearing on this scheme, except one of the 29th July, 1901, merely raising the question of why certain inland lots should come into the scheme. I have now to read to you a letter received by me from the Colonial Secretary dated March 19th, 1905. From this you will see that His Excellency the Governor is now prepared to recommend to the Secretary of State for the Colonies that a reclamation on the lines shown on the attached plans should be carried out by the Government on behalf of marine lot holders, subject to the conditions detailed in the Governor's letter of 12th February, 1901, and which were, as I have already said, laid before you on April 17th, 1901, and subject to any modifications of or additions to the same that the Secretary of State for the Colonies may deem necessary, and attributing the cause for the long delay to correspondence with the naval and military authorities over the boundary to the reclamation on this west side, and with private owners over that of the east. A reference to the two plans, both of which are laid on the table, shows a considerable alteration in the plan it is now proposed to adopt from that submitted to you on April 17th, 1901. The new plan shows three blocks of building area as against two only in the old, and three new streets, each 75 feet wide, as against two only in the old; cross streets twelve in number, each 75 feet wide, as against ten of only 50 feet wide. A glance at the two plans also shows that the Government propose to go further out than was the original idea, thus giving to the marine lot holders a somewhat larger area for building but necessarily increasing the amount of capital to be expended by them on the scheme, though not the actual cost per square foot of reclamation, the principal item of cost of which is, of course, the sea wall. When I last addressed you I gave the cost per square foot of building land at 75 cents to \$1 and I am still of opinion that the work can be done at this price. The Government, however, now estimate the cost at \$1.30 per square foot of building land, an approximate estimate only; no detailed survey of the bed of the sea having yet been made, although at our meeting of the 17th April we passed the resolution referred to above authorising them to proceed forthwith with the preliminary surveys and plans and undertaking to contribute in proportion to our marine frontages to the expenses thereof. Gentlemen, I am of opinion that the Government's plan is a good one, and it rests with you to say whether it should be at once accepted and a start made with as little delay as possible, or whether in your opinion and having in view the large number of vacant tenements now existing in the Wanchai district it is expedient to add to the Colony this large area of building land, and the scheme should not rather, while not being actually and definitely abandoned, be postponed to some future day. I shall be glad of any expression of your views, and to answer to the best of my ability any questions you may wish to put.

There were no questions, and Mr. A. J. RAYMOND proposed "that in view of the long period that had elapsed since the scheme was first mooted and looking to the fact that the filling up of the Wanchai district, which was to be expected with the advent of tramway communication, has not taken place, it is inexpedient at the present time to take any further steps towards the proposed reclamation."

Mr. E. SHELLIM seconded the motion, which was carried with one dissentient.

An American cartoon pictures a Cotton Planter making a bonfire of cotton bales under a huge thermometer marked "Speculation," while "Mr. Boll Weevil" looks on angrily complaining, "He was willing to spend money to prevent me eating it."

THE CHINA MUTUAL LIFE INSURANCE CO., LD.

We take the following report from the *N.-C. Daily News*:—The seventh annual meeting of this Company was held at Shanghai on May 8th, when the following shareholders were present:—Messrs. John Ford (Chairman), J. A. Wattie (Managing Director), A. B. Ross, Lia Ziding, John P. Sung, and King Chun-kee, and Dr. Moore Graham (Medical Referee). The Chairman—As our Report and Accounts have been in your hands for some time, I will, with your permission, take them as read. I would, however, like to point out the gratifying proof that the figures give of the Company's continued progress during the past year:—

| | |
|--------------------------------------|-------------------|
| Our Income has increased Tls. | 295,013.00 |
| Reserve " " | 581,352.00 |
| Assets " " | 637,103.00 |
| Insurance in force has increased ... | Tls. 3,939,359.00 |

At our last meeting I expressed the hope that this meeting I might be able to refer to our Income and Reserves as having reached the million taels mark. This I am pleased to be able to do. In both accounts we are well on our way to the two million mark, and at our next meeting I believe we will not be far off this figure. I am also pleased to be able to refer to our death rate, which again shows a reduced rate over last year. For this we must thank our Medical Referee, Dr. Moore Graham, for the care displayed in selection of applications. I must again express our appreciation of the work done by our representatives in Shanghai, the outposts, and wherever we are represented which has enabled us to place this Report before you. I have nothing further to say, but before moving the adoption of the Accounts will be pleased to answer any questions you may have to ask.

There being no questions, the Chairman proposed that the Report and Accounts as presented be adopted.

Mr. J. A. Wattie, in rising to second the motion, said—It gives me much pleasure to refer to several items in this year's account as compared with last year. When an Insurance Company has a death rate of a little over 8 per 1,000 it is very low and ours is very little above this figure. Moreover, our expenses, taking the increase in our income into consideration, have been very much reduced. The medical fees, too, have decreased very much in proportion, the amount for the past year having been only Tls. 200 in excess of that of the preceding year, which considering the increase in the business has amounted to nearly Tls. 4,000,000, is very small. I have very little more to add, except that next year I expect to see the Tls. 2,000,000 mark reached, as up to the 7th of April we had already done close upon Tls. 700,000 worth of new business (Applause).

The resolution was carried unanimously.

The Chairman then proposed that a dividend of Tl. 1 per share, the same as last year, payable on the 1st of July and the 1st of January, 1906, should be declared.

Mr. King Chan-kee seconded, and the resolution was carried nem. con.

The following resolutions were also carried nem. con:—

Proposed by Mr. Mooser, seconded by Mr. Zia Zi-ding:—That Mr. A. R. Leake be re-elected auditor.

Proposed by the Chairman, seconded by Mr. Ross:—That Mr. Lee Yang-su be re-elected a director.

The Chairman—I have very much pleasure in moving a vote of thanks to the head-office staff, the district managers and agents of the Company for, without their efficiency, our business at the present day would not be what it is. We have to depend upon them for a great deal of work and I have, therefore, very much pleasure in proposing this vote to them.

Mr. Wattie—I have much pleasure in seconding that. When a staff is able to collect over Tls. 3,000 a day for every working day in the year, besides looking after disbursements, it must be a very good one. In any other business a staff double the size would be required. During April our income increased over 40 per cent. over the income of the corresponding period of last year. We have had a good staff

from beginning to end. I hope we shall continue to do so.

The Chairman then put the vote to the meeting and it was carried unanimously.

The Chairman—That concludes the business of the meeting. Dividend warrants will be issued at the proper date. Before dispersing I have a few remarks to make. I am sorry to inform you that Mr. Wattie has resigned from the Company, which doubtless many of you have already heard. When Mr. Wattie first told us at a meeting of Directors held over a year ago of his intention of resigning his position in the Company and go home, as he was at that time not enjoying the best of health, after much persuasion we prevailed on Mr. Wattie to reconsider his decision, which he did; but with the same result, which left us no alternative but to accept his resignation, which I can assure you we did with very much regret. Mr. Wattie, I am sorry to say, leaves us for his Canadian home in a few days. I have much pleasure in introducing to you Mr. A. B. Ross, the gentleman whom your Directors have appointed to fill the position in the Company, vacated by Mr. Wattie's resignation, and we have every reason to believe, and taking into account Mr. Ross' previous experience in Life Insurance, that he will use his utmost endeavours to carry on the business of the Company and keep it up to the efficient standard in which Mr. Wattie leaves it (Applause). On behalf of this Company, the feeling of the Directors is, that they could not allow Mr. J. A. Wattie to sever his connection with this Company of which he was the Founder and the Managing Director for the seven years the Company has been in existence, without showing in some tangible manner our appreciation of his worth. The development of the Company is entirely due to his complete knowledge of Life Insurance in all its technicalities; coupled with his dogged perseverance to make whatever he has taken in hand for the Company a success, which can be borne out by referring to the Balance Sheet of the first year and comparing it with the Balance Sheet presented at this, the seventh annual meeting. This great increase of business has only been obtained by his devoting the whole of his energies to the fulfillment of the task which he took on hand when he founded this, the first local life insurance company in China, with his colleagues, Mr. Lee Yung Su and other Chinese gentlemen. We have every reason to congratulate ourselves that the Company has been so carefully guided by such a powerful and skilful hand. Although powerful, I may say flexible as well as Mr. Wattie has at all times shown that forbearance and careful consideration in dealing with all details in connections relative to clients or applicants for insurance and others, which has gained for him the respect and confidence of foreigners and Chinese alike in business matters and in his social life as well. Those special qualities in Mr. Wattie, which he has used with such diplomatic skill, have placed the China Mutual Life Insurance Co., Ltd. in a position second to no life insurance company of the same age doing business in the East or elsewhere. On behalf of the Company we, the Directors, request you, Mr. Wattie, to accept their appreciation of you, and of your services to the Company, in the form of a silver tea set of Japanese manufacture. Unfortunately the time required to make it is longer than we anticipated, which deprives us of the pleasure of handing it over to your good self before leaving for Home; however, as soon as it is complete it will be forwarded to you. On the silver will be engraved the following:

Presented to
J. A. WATTIE, Esquire,
on his departure from China,

by
THE CHINA MUTUAL LIFE INSURANCE
CO., LD., Shanghai
of which he was Founder and Managing
Director 1898-1905.

In presenting you with this testimonial of our high appreciation of your sterling qualities, our earnest wish is, that you and your amiable wife may long be spared to enjoy the use of it. We wish you God speed.

Mr. Wattie—I thank you very much, Mr. Chairman, for your kind remarks. I quite agree with what you have said about the

Company being second to none in the East or elsewhere. When you consider our Reserve, which at the end of the first year was Tls. 7,898 and now, six years later, amounts to Tls. 1,380,553, I do not think any one connected with the Company in any way can find any fault with it. Had these figures shown a sudden increase in one year it would not have been so good, but the increase has been steady and gradual and I believe it will continue. I wish to thank the directors of the Company for the assistance they have given me in the past. If they had not done so readily, the profits would not have been so large. I wish particularly to thank the Chairman and Mr. Lee Yung-su and the staff for the wonderful work they have done. The latter have done the work—I have got the praise. It is always the general who gets praise but the soldiers do the work. Thank you very much for the tea set, which I shall always keep in a prominent position. (Loud applause.)

Dr. Moore Graham then read the following from a beautifully illuminated address, signed by the directors and staff:—

To
JAMES A. WATTIE, Esq.,
Managing Director,
The China Mutual Life Insurance
Company, Limited,
Shanghai.

Sir,—On the eve of your departure from Shanghai, with the intention of residing permanently at Home, we take the opportunity of offering you this expression of our sincere appreciation and esteem.

The great Institution, of which you are the Founder and with which we have been proud to be associated under your able direction, owes its unparalleled development and success to your energy, ability, and unfailing courtesy; while the kind forbearance, which you have always shown to one and all of us in our humble efforts to do our little part, has engendered a feeling of personal friendship and loyalty which time will never extinguish.

While your departure from our midst causes us unfeigned regret we, at the same time, congratulate you on attaining your well-earned rest; and we trust you and your amiable consort will be spared to enjoy many years of happiness and peace in the Homeland to which you are both so ardently devoted.

In wishing you a hearty farewell, we desire you to kindly accept from us—the Directors, Officials, Staff and Agents the accompanying token of our devoted good-will. Good-bye,

We are, Sir,
Your obedient servants,
(Signed by Directors, Officials, Staff and Agents.)

Dr. Moore Graham then handed Mr. Wattie an exquisite solid silver cigar box, saying:—On behalf of the directors and staff I hand you a small cigar box, which I hope will be useful to you.

Mr. Wattie, who was visibly affected, was unable to reply, but all present understood what he desired to express.

Seventh Annual Report, presented at the annual meeting of the Company, held at Shanghai, on 8th May.

Your Directors have much pleasure in submitting for your consideration and approval the Annual Report and Statement of Accounts for the Seventh Year ending 31st March, 1905.

In doing this your Directors are again able to congratulate the Share and Policy-holders on the gratifying progress for the year, large gains having been made in Income, Assets, and Insurance in force, while our death rate has been reduced.

New Business.—The new applications received for the year amounted to Tls. 7,058,332, an increase over last year of Tls. 954,712.50 for which Policies for Tls. 6,420,048.18 were issued, and Tls. 638,283.85 postponed or declined.

The total insurance in force on 31st March, 1905, amounted to Tls. 15,199,278.78.

Income.—The total income for the year amounted to Tls. 1,193,778.52, a gain over previous year of Tls. 295,012.54.

Interest.—The income from Interest and Commission on Loans amounted to Tls. 86,340.61, an increase during the year of Tls. 40,056.49.

Reserve. — Reserve Accounts have been increased by the sum of Tls. 581,351.63 and now stand at Tls. 1,381,553.37.

Surplus. — The Surplus over and above Paid-up Capital, Reserve, and Exchange and Investment Fluctuation Account now amounts to Tls. 301,069.05.

Your Company's Auditor, Mr. A. R. Leake, has completed his audit for the year and has attached his certificate. All securities have been placed in his hands for examination.

In accordance with the articles, Mr. Lee Yung-su retires, but being eligible offers himself for re-election.

JOHN FORD,
Chairman.

J. A. WATTIE,
Managing Director.

NEGLECTING DUTY.

Robert Dower, Master of the British steamer *Kensington*, charged William Fleming, Chief Officer, before Mr. F. A. Hazeland at the Police Court on May 10, with neglecting his duty on board the said vessel.

His Worship asked if there was a possibility of settling the matter out of Court, but Mr. Hayes (of Messrs. Johnson, Stokes and Master) for the prosecution, said he did not think so. There was no animosity between the Captain and Chief Officer, but the *Kensington* was to be engaged for running between Hongkong and Mexico, and in this business it was essential that officers of the vessel should be strictly sober, and according to the Captain the defendant was not.

His Worship thought the section of the Marine Shipping Ordinance under which the prosecution was proceeding meant disobedience of lawful commands or neglect of duty.

Mr. Hayes pointed out that it was defendant's duty not to be drunk, and as the Chief Officer had handed the Captain his certificate on one or two occasions and told him he could do what he liked with it, that went to show that he was neglecting his duty.

Defendant, asked what he had to say, stated that he had always done his duty, and the Captain's story to the contrary was only a concoction.

His Worship—Do you wish to be discharged.

Defendant—It is a matter of indifference to me, but my state of health is such that I will be unable to proceed on this voyage.

His Worship intimated that he would go on with the case.

Captain Dower, sworn, stated: On the 19th February I was called from my bed half an hour after midnight, and found the Chief Officer in the cook's room very intoxicated, and when I told him to go to bed he used most insulting language towards me. On the 8th May I gave defendant an order to transfer some wood from one part of the 'tween decks to another. He did not do this but threw it in a slovenly way down the hold. In the afternoon of the same day he was again under the influence of liquor. He banged his certificate on the saloon table, and told me I could do what I liked with it. On Mr. Gutierrez from the shipping office arriving on board the defendant handed him his certificate, telling him he could present it to the Board of Trade, as he (defendant) had no more use for it. On Mr. Gutierrez remonstrating with him, he picked it up and walked away. I logged him that day.

Cross-examined by the Chief Officer—I did not blackguard you in any way whatever. You did not obey my order on Tuesday.

Andrew Forsyth, Chief Engineer, said: I cannot say the Chief Officer was intoxicated on Tuesday. I heard the Captain read over the entry in his log to the Chief Officer, and signed the log, but only as a witness. My signature does not bind me as stating that defendant was drunk. All I heard the defendant say, when the entry in the log was read to him, was that he was ill and wanted to see a doctor.

Second Officer Soutar stated that defendant appeared to be slightly under the influence of liquor on Tuesday, but his state was not such as to affect his work in any way. So far as he knew, defendant had not been drinking to excess of late.

At this stage the case was adjourned until after the tiffin hour, as the defendant wished the doctor who attended him called as a witness.

Dr. Gröne gave evidence as to examining the defendant, whom he found to be suffering from dropsy and weakness of the heart. Possibly this state of health might have been caused through excessive drinking, but defendant told him that with the exception of gin, which he took for his health's sake, he was a moderate drinker. The Chief Officer, when he examined him, was unfit for work.

His Worship considered proceedings should have been taken under the Marine Shipping Act, and the case tried by a court of Enquiry.

Mr. Hayes stated that this would have been done had the vessel been remaining in port, but as she was leaving immediately there was not time. However, the Captain was willing to discharge him provided he took himself out of the Colony and paid his own passage home, or, if His Worship convicted him, he could be sent home as a distressed British seaman, and the amount of his passage money taken out of the £36 owing to him.

Defendant was willing to take his discharge and go to En land provided the owners would pay his passage.

The Captain said the owners would not do this.

His Worship said the evidence did not satisfy him that defendant had neglected his duty. With reference to the question of incapacity, it would be necessary to hold a court of inquiry into his conduct to discharge him. The summons would, therefore, be dismissed.

A CIGAR FACTORY IN HONGKONG.

La Competidora Oriental Cigar Factory started in Kowloon recently by Messrs. J. C. dos Remedios and Co., of 34, Queen's Road Central, is now placing its cigars on the local market. The cigars are made from the Manila leaf by expert Filipino cigar makers brought over from Manila for the purpose, and the brands put on the market, while comparing favourably with the best makes of the Manila factories, have a substantial advantage over them in price, there would appear to be a future before the factory.

A representative of the *Daily Press* looked in at the factory in McDonnell Road, Kowloon, on Saturday and saw the operatives at work. On the ground floor there were stored a number ofales of well-seasoned tobacco leaves imported from Manila. On the floor above experts were sorting the leaves and Chinese women were dividing each leaf by deftly removing the central stem. Half a leaf suffices to wrap a cigar. Ascending another flight of stairs Filipinos were to be seen at work making cigars, and on the topmost floor, the cigars were being sorted into *claro* and *maduro*, and boxed ready for the market.

Four well-known brands are at present being made—Londres, High Life, Perfectos and Reina Victorias—and the Factory is also making ci arettes from Manila tobacco. The smoker is a notoriously prejudiced person in the matter of "smokes" and it may take some little time before the demand will over-tax the present resources of the Factory; but the results so far have been very encouraging and the promoters of the enterprise have good reason to feel confident of future prosperity and success.

STRANDING OF A WEST RIVER STEAMER.

Telegraphic information was received on the 7th May by Messrs. Banker & Co., that the Chinese steamer *Wo Kwai*, 325 tons, trading between Hongkong and Wuchow, struck the Joss House Rock about two miles below Wuchow on the forenoon of the 6th instant, and had to be beached. According to the latest information to hand, she is full of water, and much of her cargo is damaged. The *Wo Kwai* left Hongkong on the 3rd instant on her usual run with a full cargo consisting of piece goods, yarn and sundries which were fully covered by insurance. Mr. Banker, the manager of Messrs. Banker & Co., the agents of the steamer, and a salvage party with divers and pumps left yesterday evening for the scene of the accident.

THE SHIPPING WATER SUPPLY.

MR. J. W. KEW INTERVIEWED.

As the importance of Hongkong as a shipping port now marches with that of London, the Government is recognising the necessity of supplying vessels in port with pure and wholesome water, and is taking every precaution to insure an uncontaminated supply. To this end several exemplary cases against junkmasters for watering ships from doubtful streams have been tried before magistrates at the Police Court, and penalties have been inflicted. The beaconlight to which ships are attracted, however, for pure and expeditious supplies, is that of the Hongkong Steam-water Boat Company; and in order to glean an insight into the working of this company, a *Daily Press* representative on Saturday called on the energetic manager, Mr. J. W. Kew.

Asked as to the fleet of the company, Mr. Kew stated:—His now numbers nine boats, and a tenth is under construction. A new boat, built by Messrs. Macdonald and Co., which carries about 240 tons, has recently been put into commission. This is fitted with a pump capable of delivering between forty to fifty tons per hour, and is divided by steel bulkheads into water tight compartments. Every precaution is taken to see that the water, when on board, is not contaminated in any way. With our new boats we will be able to cope with the increasing demand, and accelerate the supplying of vessels.

As to the supply, continued Mr. Kew, we deliver government filtered water from the specially constructed reservoir at Laichikok, and shipping people see the advantage of being provided by our boats, not only on account of their unapproachable cleanliness, but also by reason of the despatch with which our powerful steam pumps put the water on board. Our craft lying alongside a vessel does not retard the working of cargo in any way, whereas if a junk is lying alongside for some hours, the loading or unloading of cargo is considerably hampered. Further, the water-supplying junks are built of pine, and their holds are not properly laid off to insure the water being kept clean.

The Government having made it compulsory for junks to supply water from the Government source of supply only, ought consistently to enforce cleanliness on these junk waterboats.

There are about one hundred junks, large and small, supplying water, and in numerous cases they supply other junks and launches. The company supplies water cheaper than any other port in the East where boats are in vogue, and amongst our numerous clients, said Mr. Kew, are H. M. Navy, Messrs Butterfield and Swire, Messrs Jardine Matheson and Co., The P. & O. S. N. Co., The Canadian Pacific Co., Messrs Dodwell and Co., Messrs Marty and Co., The French Mail Line, The Java, China and Japan S. S. Co., The China Merchants S. N. Co., The Hamburg-America Line, Messrs Gibbs, Livingston and Co., The China and Manila S. S. Co., The Douglas S. S. Co., Messrs D. Sassoon and Co., The Nippon Yusen Kaisha and the Austrian-Lloyds S. N. Co.

HARBOURING BEACHCOMBERS.

Detective Sergeant Sullivan, P.S. 27, charged Cheung Man San, before Mr. G. N. Orme at the Police Court on 13th May, with keeping an eating house without a licence at No. 62, Queen's Road Central, first floor. Defendant was also charged with keeping an unlicensed boarding house for Europeans of the beachcombing class.

Some months ago the defendant applied to the Court for the necessary licences, but owing to his alleged previous bad record, these were refused. Notwithstanding the refusals, defendant has since carried on his business without licences. It will be remembered that on the occasion of the holding up of the Chinese Club in Jervois Street, the defendant allowed two of the robbers to enter his house at 2 a.m., and they were found there by the police at 6 a.m.

His Worship inflicted a fine of \$100 on the first count, \$25 on the second, and ordered him to discontinue the business, at the same time hinting that it might be as well for him to clear out of the colony.

MOVEMENT FOR THE ABOLITION OF JUDICIAL TORTURE IN CHINA.

We mentioned some time ago that the Chinese papers in Canton and Hongkong were publishing articles translated by the Italian Consul General, Mr. Volpicelli, against the practice of judicial torture. We are now informed that this was but an incident of a much larger movement.

At the beginning of last December, Mr. Volpicelli started the movement for the abolition of judicial torture in China, and he readily found representative members of our community to assist him in his good work. A preliminary Committee was formed by Sir Henry Berkeley, Chief Justice Rev. De Maria, Pro-vicar Apostolic, Mr. E. A. Hewett, Superintendent of the P. & O., Bishop Hoare, and the Hon. Mr. E. H. Sharp, Attorney General. The first meeting was held on the 12th December, 1904, in the Italian Consulate General under the Presidency of H. R. H. the Duke of Abruzzi, who graciously consented to give his support to the movement.

Since then a good deal of quiet work has been done. The provincial authorities of Canton have been sounded and found not only not adverse to the movement, but on the contrary strongly in favour. A member of the Diplomatic Corps at Peking was consulted on his way through and promised his support. The chapter of Beccaria's famous work concerning torture, has not only been (as we have already stated) published in Chinese in the principal papers of the colony and of Canton, but it has been printed in pamphlet form (at the expense of Mr. Volpicelli) and 500 copies are now ready for distribution amongst the metropolitan and provincial authorities of the Chinese Empire. As the blocks are cut, any further copies can be readily printed off. These publications have already produced effect as Mr. Volpicelli has received Chinese letters of enquiry on the subject.

The movement has now reached the end of its preliminary stage, and we hope it will spread to other places in China, growing in strength as it spreads.

ROBBERY AT THE H. K. & S. BANK AT KOBE.

SMART WORK OF THE POLICE.

An incident occurred on Saturday morning, April 29th, at the Kobe branch of the Hongkong & Shanghai Bank which, the *Japan Chronicle* says, may act as a warning to those who have business at the bank, and furnishes an example of smart police work. It appears that during the morning a foreigner visited the bank and presented a cheque for 1,500 yen. One of the Chinese compradores received the amount from the cashier in a hundred 10 yen. notes and a hundred 5 yen. notes. The comprador returned to the delivery counter, but was unable to see the foreigner to whom the notes belonged. He then returned to the cashier and asked for a description of the owner of the notes having, however, incautiously left the money on the counter, which was protected by the usual wire netting. When the Chinese returned, the money was gone, but he believed the owner had received it and for the moment nothing more was thought of the matter. Shortly afterwards the foreign customer presented himself and asked for his money, when the discovery was made that the money placed on the counter had been stolen.

The police were communicated with by telephone, and in a few minutes Superintendent Akahani and two policemen were at the bank investigating. About twenty-five persons were at the counter when the money disappeared, which rather increased the difficulties, but the police learned that a billiard boy, Tanaka Taizo by name, thirty-five years of age, was among them. Tanaka had received 500 yen from the bank on behalf of the Kobe Club. He had the disadvantage of being "known" to the police, who quickly framed a theory and sent detectives on his track. Not long afterwards Tanaka was arrested when on the way from his father's house to the club, having, it seems, called at his home before delivering the 500 yen to his employers. The man's lodgings were, of course, searched, when the 1,500 yen intact was found concealed in a futon.

YAMEN UNDERLINGS AND THEIR INTRIGUES.

When a few months ago an Imperial edict was issued commanding the abolition of the Director-Generalship of Grain Transport, whose headquarters are at Tsingkiangpu, the three or four thousand underlings belonging to that official and his subordinate officers' yamens were greatly excited since their vested interests, handed down from father to son for several centuries, were thus swept away by a few strokes of the "vermillion" pen. Then came the edict creating the new province of Kianghuai, with Tsingkiangpu as the capital, and the retiring Director General, En Shou, as the Governor of Kianghuai. This proposed new régime, of course, brought joy into the hearts of the yamen underlings, for naturally they expected to be retained in their old posts. Their joy, however, has not remained long, for, as we know by the Imperial edict last week, the decree creating the new province of Kianghuai has been cancelled and the new Governor ordered to go up to Peking for an audience. Now come the intrigues. The underlings first tried the dodge of getting the merchants and members of the various trades of Tsingkiangpu to present the Governor (En Shou) several tens of tablets inscribed with adulatory phrases, and it is stated that no less than a hundred "Wan-min-san," or Myriad-namers Umbrellas contributed by the inhabitants, were also given his Excellency, to which were also attached satin and silk ribbons with adulatory phrases. Following this came petitions signed by thousands of the inhabitants of the city—also the work of the yamen underlings—praying his Excellency to remain in Tsingkiangpu and declaring that his "children" would die if he left them to the tender mercies of his successors, whoever they may be. The sarcasm of it all was that no Director General of Grain Transport has been known, within the living memory of the inhabitants of Tsingkiangpu, to have allowed more latitude to his yamen underlings to squeeze and oppress the people than this very official. Finally when it was found that the latest Imperial decree was to stand, and no more chance left to the underlings to "squeeze officially" they made the unlucky tradespeople ten days ago call a strike and close their doors to business and declare that they would do no more trade or work unless the new Governor was retained and the new province of Kianghuai remained. But when his Excellency the same day made a show of exhorting his "beloved" subjects to reopen their doors to business, the alacrity to obey him was ludicrous, thus putting to naught the intrigues. But strikes of this nature are looked upon in strict Chinese law as rebellion, and so when Viceroy Chou Fu heard of it his Excellency considered matters to be serious enough to call for his personal presence at Tsingkiangpu. Hence we learn of his leaving Nanking for that city on Saturday last, and we understand that the Viceroy is determined to probe the whole matter through.—*N. C. Daily News.*

THE RECENT PAN-ASIATIC TREMOR.

If it is true, as legend has it, that Japan rests on the back of a fish, then Leviathan was greatly disturbed on Thursday evening, recently remarked the *Japan Advertiser*. He made a desperate attempt to scratch his right ear with his left hind hoof and he succeeded in hitting somewhere just below Yokohama. It was no boy's size earthquake that disturbed the torpor of this peaceful village and they who have lately come to Japan are beginning to look up the schedules of steamers back to lands of more secure underpinning. But the playful twister was attended by serious consequences. In the Japanese town one house was so badly tilted out of plumb as to necessitate its being torn down. On the bluff several chimneys toppled over and plaster ceilings were badly cracked. One German gentleman who has a priceless collection of porcelains and Satsuma ware counts his loss very severe. Several of the curio stores and porcelain shops of the Japanese also suffered from toppling shelves and falling china.

TROUBLE IN A SHANGHAI COTTON MILL.

At the Shanghai Mixed Court, on 29th April, an unemployed native was charged with being concerned with others in creating a disturbance and assaulting a Police-sergeant while in the execution of his duty, at the Chih-shing Cotton Mill, thereby endangering the peace and order of the Settlement. Another unemployed native was charged with assaulting an Indian Police Constable under similar circumstances at the same date and place. From the evidence, it appeared that at the cotton mill there was an overseer who, the native employees alleged, was continually squeezing and frequently assaulting them. The men refused to continue work unless this overseer were at once dismissed. The manager refused to dismiss the overseer, and in consequence some 4,600 employees assembled at the mill on the 29th of April, refused to continue their work, and demanded payment of their wages up to date. A riot ensued, in the course of which the mob did some £15,500 worth of damage to the windows, machinery, etc., at the mill. There was a large mob outside the mill gate. While facing the gate and trying to keep the mob in order, the Indian was struck on the back of the head with a stone. He turned round quickly and saw the man who had thrown the stone—one of the prisoners—running away. He gave chase and caught him and took him to the comprador's room at the mill. There the prisoner took out a knife and released himself by cutting off his queue, but was arrested by another constable. He threw the knife away into the midst of the crowd. When the Police-sergeant arrived on the scene, the mob was already inside the yard and the damage had been done to the windows and machinery. While the sergeant was in the mill yard, the second prisoner picked up a stone and threw it at the sergeant, hitting the latter on the side of the head, his helmet alone saving him from serious injury. The prisoners were sentenced to 200 blows and one month's cangue each.

THE MACKAY TREATY.

It begins to look as if the British Government is not always solely to blame for its ignorance of conditions in China. We thought Mr. E. S. Little's complaints were "specific" enough; but our Minister at Peking seems to think otherwise. Vide the following letter sent to the *North-China Daily News*: Sir—Referring to the telegram to the Foreign Office, I forwarded the same to Peking through the British Consul here, asking the Minister to be good enough to forward the same to Lord Lansdowne. Late last night I received a reply that the Minister regretted he was unable to be the channel for forwarding this message to the British Government, and further informing me specific complaints from British subjects would receive the attention of himself and His Majesty's Government.

Since British authorities are unwilling to forward a telegram from British merchants, I have this morning dispatched the same direct to Lord Lansdowne. The telegram which was signed by more than seventy British merchants, is worded as follows:—

"British merchants draw Government's attention to fact China ignores Mackay Treaty rendering same ineffective. In most essentials China actively opposes currency, mining, taxation, navigation stipulations. Beg British Government insist on Treaty being made immediately operative."

The public will probably be interested to know that the same telegram has been forwarded to the China League with the special request that Members of Parliament, who are also members of the League, will urge the question on the Government in the House of Commons.

I understand also that the China Association has wired to its London Committee, requesting them to back up this telegram.

It is also being forwarded to the London Press.

By these means every possible effort is being made to compel the Government's attention to this now burning question. I am, etc.,

EDWARD S. LITTLE.

MANILA PRAYING FOR CHINESE LABOUR.

Dealing at great length with the crippling of enterprise in the Philippines owing to the dearth of cheap labour, the *Cable News* says the only remedy is to admit Chinese coolies, which is forbidden by the exclusion law, and congress will not listen for a moment to any suggestion looking to its modification. The Philippine Commission, which fully realizes the situation, has again and again recommended that a law be passed giving them authority to admit a limited number of skilled mechanics and labourers from China under certain regulations. Their plan is to have contractors, factory managers, owners of large estates, mine operators, lumbermen and others who require a large number of labourers, make application for the importation of as many men as they need for a term not to exceed five years, and give a bond that they will deport their men at the end of the term agreed upon.

In that way any demand for labour could be supplied without permanently increasing the Chinese population of the islands or exposing the Filipinos to the competition which it is alleged they dread. It should be said, however, that the Filipinos take no interest in the argument. They do not care how many Chinese come into the country; the more the better. And it is equally true that there is no serious objection from any source in the islands to a limited importation of Chinese labour. On the contrary, it would be difficult to find anybody who is opposed to it. The entire opposition comes from the politicians and labour unions in the United States, who know nothing about the situation and are acting upon theories rather than facts. They argue that Chinese competition is degrading to labour in the Philippines as well as in the United States. Hence it must be prohibited. The only objection you ever hear raised in the Philippines is that the Chinese are frugal and economical and save their money. They very soon advance from labourers to petty shopkeepers, and then to commission merchants and jobbers, and underbid white men for government contracts and other business, because they can do everything so much cheaper than the Caucasians.

Two years ago Messrs. Farnham, Boyd and Co. shipbuilders of Shanghai, proposed to invest half a million dollars in a dry dock and shipbuilding and repair-shops at Manila provided they were allowed to bring with them a portion of the trained mechanics in their employ at Shanghai. It was manifest that they could not do business without shipwrights, machinists and other skilled labour, and it was equally obvious that these could not be obtained at Manila. Farnham, Boyd and Co., proposed to employ two native apprentices for every skilled Chinese mechanic they imported, and in that way would be able within a few years to educate a sufficient number of Filipinos to do their business. But the Commission had no authority to modify the exclusion law or to make any exceptions in its enforcement. Hence Manila lost a half-a-million-dollar shipyard, and vessels needing repairs still have to be sent to Hongkong, Shanghai or Nagasaki at a large and unnecessary expense. All government vessels are sent to China for repairs; the War Department transports are compelled to go there two or three times a year, when that money might be kept in the Philippines if there was anyone there who could do the work. If the recommendation of the Commission had been adopted there would already be a good supply of skilled labour, because the Filipinos are exceedingly quick in learning the use of tools.

In the government printing office at Manila nearly the entire force is composed of Filipinos and every one of them has been educated since American occupation. The Filipino is very deft in the use of his fingers and in handling tools. He learns with amazing rapidity, but he is inclined to be careless and reckless in handling machinery.

Factory labour, however, is not needed so much as ordinary agricultural labour. The native is not only reluctant to work with a shovel or a hoe, but he is weak physically. He has a hollow chest and narrow shoulders and

the muscles of his body are not developed. Military officers say that this is not a racial defect, but insist that it is due merely to a lack of exercise and insufficient nourishment. In proof of their theory they call attention to the rapid physical development of the native scouts and constabulary, who after a few months of physical culture, and three square meals a day, develop into robust, cheery and muscular athletes, capable of any amount of physical labour and endurance.

It cannot be denied that all the Malay countries are entirely dependent upon the Chinese for labour, and that wherever they go they thrive physically and save their money and make useful, industrious, lawabiding citizens.

CRAIGENGOWER CLUB "AT HOME."

"Music hath charms," but not even the sweet music played by the 119th Infantry on the Craigengower ground at Happy Valley on the 6th May was more charming than the zeal with which the members of the Club's committee attended to the wants of their guests, and endeavoured to make them "at home" for the afternoon. The Club's match was gaily decorated with bunting, and awnings had been erected to shelter the visitors. A sports programme was prepared, and the various events resulted as follows:—The wheelbarrow race, six starters, was won by Messrs R. Basa and L. Lammert; after tying; Mr. J. P. Jordan won the blindfold race. The girls' race of 100 yards was won by Miss Dorothy Rodgers with Miss Queenie Tatum second from a full field. There were twenty-one entries for the ladies' nomination race, which was won by Mr. J. D. Kinnaird (nominated by Mrs. John Rodgers); Mr. L. E. Lammert (nominated by Miss Milne), running second. The visitors' three-legged race saw twelve starters, and was won by Messrs. Silas and Taylor. Mr. R. Pestouji won the prize for the biscuit and water race; and out of the fourteen starters in the potato and bucket race Mr. J. R. Forbes ran first and Mr. J. D. Kinnaird second.

MOTOR-BOAT FOR WEST RIVER TRAFFIC.

At the invitation of Mr. G. C. Moxon a number of residents on May 11th attended the trial trip of a large motor-boat built to the order of an enterprising Chinaman for commercial purposes on the West River. The boat is 65 feet in length and has a beam of 14 feet. She was built in Messrs Bailey and Murphy's yard at Kowloon, and is fitted with an English motor (Gardner's, London), kerosene being the motive power. The advantages of such boats for the river traffic of China are obvious. Her draft is only 13 inches at the stern and practically nothing at the bow, so that she is quite capable of navigating the shallows which abound in the river above Wuchow. Her speed is 8½ knots. The Hon. Mr. Gershom Stewart in proposing "Success to the *Lungchow*," spoke in terms of admiration of the boat which he anticipated would be the precursor of many similar boats on the inland waters of China in the near future. Mr. Moxon, who is sole agent for these motors in Hongkong, in acknowledging the compliment, paid a well-deserved tribute to the builders, Messrs. Bailey and Murphy, and to Mr. J. W. Kew who took charge of the motor on the trial trip and had rendered useful service in connection with its installation.

Everybody on board was most favourably impressed with the capabilities of the boat, and when to the advantages of economy of space in engine room, as compared with the steam launch, we add the great advantage which lies with the motor-boat in the matter of first cost and maintenance charges, it must be recognised that the motor-boat, for commercial purposes, is certain to become popular. The *Lungchow* is the first motor-boat of this kind which has been built in Hongkong but when its advantages and capabilities become known the wish of the builders for "repeat orders" will doubtless in due time be realized.

BALTICER NOTES.

Captain Davies of the s.s. *Ningchow* from Liverpool via Singapore reports that at 5 a.m. on the 5th instant the third Baltic Squadron, consisting of four battleships and two cruisers, passed through Singapore.

DESETERS.

L'Avenir du Tonkin in a leading article comments severely on the forcible seizure of three deserters from the Baltic Fleet by the commander of the interned Russian ship *Diana*. The indignation of the French press (both the *Courrier Saigonnais* and *L'Avenir* being particularly censorious) seems to us further evidence of French desire to maintain strict neutrality. Russians seem to be deliberately flouting French authority all along. Unless France strongly resents it, of course, she must expect some blame.

STEERING SOUTH.

"Yes, I saw ten vessels, which I took to be Russians," replied Captain Moss of the s.s. *Edendale* which arrived from Singapore yesterday, in reply to the much-voiced question put by a *Daily Press* reporter. "Nine of them were warships, and one, I think, was a hospital ship." "When and where was this?" "It was about six p.m. on the 10th instant, and from the position I was in, I should say the vessels were from 10 to 13 miles out from Cape Varela. This was in latitude 13° 10' N. longitude 109° 36' E. Seven of the vessels I saw with the hulls down, but the masts and funnels visible. They were steaming between S. and S. S. W. One ship appeared to be very long and had two masts and three funnels; four had two masts and two funnels with fighting tops. Another vessel with three masts and two funnels, which had a very rakish appearance looked to me like a Russian volunteer boat. As the sun was setting we sighted three more warships approaching the fleet from the eastward. About 7 p.m. one ship with a bright light was signalling the others, and the shoreline was visible in the flare. In the early part of the evening a torpedo boat flying the Russian ensign came close to and had a look at us. She was evidently satisfied that our vessel was a peaceful trader for she did not speak us, but steamed in a S. W. direction evidently for Honkohe Bay." "And you say the boats were steaming South, Captain?" "Yes, possibly to effect a junction with the third Baltic Fleet." "So far as I could see," continued Captain Moss; "there were no vessels at anchor within the bay, and those under way did not appear to have their decks stacked with coal."

SIGHTED AGAIN.

The British steamer *Derwent* (Captain Jenkins), which arrived from Saigon on Saturday, reports, that when leaving on the 9th instant there were three Russian transports there loading coal. The Hospital ship *Kostroma* was also in port. When off the Three Kings on the 10th instant about 17 warships and a number of transports were sighted. The transports and another hospital ship were in Kua channel, but the warships were about 12 miles off the coast.

ALLEGED RUSSIAN SPY AT SINGAPORE.

According to a long report in the *Singapore Free Press*, Vladimir Antonovitch Horvitz is on trial at Singapore for espionage. The charges are (1) trespassing on military land at Pulo Brani; and (2) being found in the vicinity of a fortification with sketching material in his possession. He appears to have stayed with someone referred to as "Conductor King," and the defence alleged that a Japanese gentleman had stayed a long time with another officer without any protest. Following is the extraordinary statement made by the prisoner: Vladimir Antonovitch Horvitz, said he was a Russian journalist from Warsaw. He spoke Russian, French, German and a little English. He arrived in Singapore on April 11, by the *Dumbea*. He was booked through to Shanghai. He met Conductor King on the ship at Marseilles. Witness could not speak English when he met King. At first they occupied the same cabin. When witness joined the ship he had about 150 francs. He left Russia because he

was a revolutionist. He was sent to Siberia for two months for agitating against the Government. He was sent to Siberia by Minister Plehve, and released when the Ministry underwent a change. He left Russia because he was a political offender, and would have been made to serve in the War. He had no money when he landed in Singapore. Mr. King had lent him some since he had been here. He was to break his voyage here for fourteen days. On landing he went straight to Pulo Brani with Mr. King. Mr. King stopped at the Arsenal, but witness did not remember the encounter described by Mr. Black. On the evening of the same day Mr. King and witness went to town. Later Mr. King took witness to the recreation ground and introduced him to Sgt. Pocock. Witness went to the Russian Consul to ask for some Russian newspapers. He had a conversation with the Consul about Russian politics, and the Consul remarked it was a pity they only killed 5,000 revolutionaries and not 50,000 in the St. Petersburg strikes. Witness objected to serve in the Russian army so he left Russia. At Pulo Brani, he did not sketch anything. He did not use the box of compasses. He did not know there were any guns on Pulo Brani. He paid a visit to a ship carrying Russian refugees and distributed pamphlets against the War.

The case was adjourned, heavy bail being allowed.

MISCELLANEOUS.

Motor-boats have a great future in China. One or two medium samples taken to inland waters would cause big sales.

The steamer *Matsumaye-maru* with 15,000 cases of kerosene oil ex *Nigretia* on board, was totally burnt in the Inland Sea on the 24th April.

At noon on 3th inst. three more plague cases were added to the previous record; 53+3=56 since January 1st. The death roll in India, to March 25th, numbered 53,895.

The proceedings against Mr. F. J. Bardens by Messrs. Samuel, Samuel & Co. have been withdrawn, and an arrangement made by which Mr. Bardens will sever his connection with the firm.

The Korean Government on the 27th March granted a mining concession at Syuan gold mine, Hoan hai Province, to the Japanese British-American syndicate, which had been asking for it for some time past.

Some time ago the "Blake" hat was being boomed by the hatters of Ceylon. "Lady Blake Buttons" are now announced, the buttons being manufactured from the seeds of Talipot palm. It is a new industry in Ceylon.

The *Chefoo Daily News* reports that Viceroy Yuan Shih-k'ai's troops are being put into fighting trim. The first reform is in the direction of uniforms, the new pattern of which resembles those used by French troops.

The cigarettes manufactured by the Japanese Government Bureau are being exported to Siam, Singapore, and India to a remarkable amount. The Bureau has also received applications from Denmark, Sweden, and Norway for samples of the different brands.

His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to recognise provisionally, pending the issue of an Exequatur, A. A. H. Botelho, as Consul for Nicaragua at Hongkong, says the *Government Gazette*.

A telegram to the *Shanghai Times*, dated Peking, 3rd May, says:—The Japanese Minister has urged the Wai-wu-pu to enforce the Trade Marks Regulations. The Wai-wu-pu replied that it would be necessary to postpone the enforcement for another six months.

Messy's Miscellany says: See what a marvellous development has taken place at Hongkong under British rule. That barren island has been turned into the second largest shipping port in the world in the short space of sixty years by wise administration and liberal laws.

The report of the Sanyo Railway Co., Ltd., for the term ending the 31st of March last shows a divisible balance of Y2,271,390. It is proposed to add Y91,000 to reserve, pay a dividend at the rate of 10 per cent. per annum, and a bonus of Y42,500, and carry forward the balance, Y674,140.

The letters of allotment in the last Japanese loan have been posted. The promptitude with which the allotment has been made and the avoidance of a large lock-up of money for any length of time reflect great credit on the banks concerned. Local applicants for the fifth domestic loan were notified on 8th May.

A Manila dentist has stated that the Chinese are fond of displaying gold fillings in their teeth. As far as profit is concerned I prefer the Chinese trade to anything but the gilt-edge American trade every time. Besides, the Chinaman is as brave as a lion when it comes to punishment, submitting to the most painful operations without a murmur.

The Manila Electric Railway and Light Company has asked the municipal board to return to it a further sum of \$50,000 out of the remainder of the \$75,000 left of the \$175,000 deposited as a guarantee for the proper construction of the road and completion of their contract. \$100,000 has already been repaid, and the remaining \$25,000 is to be left as a guarantee of good management.

The *Courrier Saigonnais* of 1st May reports that the Customs launch *Annam* (90 tons) has been cut in two by the *Manche*. The skipper of the *Annam*, believing that the *Manche* was in distress (!) changed his course, and his helmsman, making a mistake, took him right in front of the oncoming ship. The Customs skipper was slightly injured. The crew were saved.

Owing to his departure for Home, Mr. H. E. Tomkins, Chairman of the Hongkong & Shanghai Banking Corporation, resigned his seat on the Board of Directors. Mr. H. A. W. Slade, Deputy Chairman, has been elected Chairman in his place, and Mr. A. Haupt has been elected Deputy Chairman. Mr. F. Salinger (of Messrs. Reiss & Co.) has been appointed to the seat on the Board vacated by Mr. Tomkins.

The *Singapore Free Press* quotes a Saigon paper as saying:—"Numerous business failures (*Kracks financiers*) are announced at Singapore and Hongkong. More than a hundred wholesale and retail houses here have surrendered their ledgers. If this news is exact it cannot fail to have an effect on local trade. It is thought that these "Kracks" are the consequence of the war and the captures made by the belligerents of ships carrying contraband."

According to the *Singapore Free Press*, the Chinese Christian Association at that place has been debating the question: "Which is the more convenient mode of travelling for the public: the Tramway of the Ricsba?" The verdict has not yet reached us. Since the class divisions started in our local trams were inaugurated, the trams gain the vote; but until the fares are adjusted, there will still be many who vote for the man power vehicle.

It is notified in the *Government Gazette* that in September next classes will be formed at Queen's College for a higher course of education than is provided in class I. These classes, for the sake of distinction, will be called the collegiate course. A commercial course will be first instituted, and a scientific course will be inaugurated as soon as a sufficient number of students offer. The fee will be \$30 per quarter, or any part of a quarter of a year, payable in advance.

A tram conductor was charged before Mr. F. A. Hazeland at the Police Court on May 9 with embezzling 10 cents of the Company's money. P. S. Blackman informed His Worship that he gave the conductor the fare from Icehouse Street to Murray Barracks and was handed a used ticket in return. His Worship remarked that previous convictions had evidently not had a deterrent effect. He would therefore sentence the defendant to six months' imprisonment and six hours' stocks.

"All things that pass are woman's looking glass." These words head a feminine column in the *N.C. Daily News*, in which, on May 6th, "Belle Heather" discusses dresses and hats at the recent race meeting. It seems to us that "all things" have come to a queer pass when the Shanghai racecourse can boast of a spectacle thus described:—"Very Frenchy in appearance was a frock worn by a dark haired girl of cornflower blue." In these days, when the colour line is so strongly drawn, the lot of a lady with a complexion like that must be a most unhappy one.

All ports and places in the Philippine Islands are to be opened to the coastwise trade. On May 4th the Commission passed Act No. 1341 amending section 151 of the Customs Administrative Act, which restricted inter-island trade to certain specified ports. The Act also amends and revises sections 136, 137, 151 and 284 of the Customs Administrative Act, and repeals section 138 of the same. The Act will take effect on July 1st next, and is the result of the recommendations of the committee appointed by executive order No. 12.

A Peking letter states that H. E. Hu Wei-té, Chinese Minister at St. Petersburg, has informed the Waiwupu with reference to that Ministry's recent complaint that Russian troops were transporting supplies through the Mongolian grasslands, east of Urga, and through the region west of Petuné, on the Manchurian-Mongolian borders, that "instructions have been sent by the Russian Government to the generals in command at the front to refrain from using the routes referred to, so that the neutral rights of China may be respected."

It is said that a Chinese army might march through Corea, plunder it from coast to coast, and commit all kinds of outrage, but its evil deeds would be forgotten to-morrow. A hundred thousand Japanese might pass along the same way, silent as the dumb except for their tramp; paying for every bag of rice and every string of eggs, molesting no one, orderly and well-behaved perfection itself, and yet be talked of as a plague, "Wai-nim," thieves, robbers, wreches. Koreans have a venerable prejudice against Japanese. Japanese return the compliment with an old-established contempt for the Koreans.

An Indian watchman, while searching two coolies on their departure from the Hongkong and Whampoa Dock Company's works on Thursday, by chance caught hold of a bamboo one of the men was carrying. He was so surprised at the weight that he detained the coolies while he opened up an end and found 24 lbs. of brass secreted within. The bamboo the second coolie was carrying was found to contain 12 lbs. of solder. The men were charged with larceny before Mr. F. A. Hazeland at the Police Court yesterday, and were each sentenced to three months' hard labour and six hours' stocks.

The privileges conferred upon the First Bank (Dai Ichi Ginko) by the Imperial Ordinance of the 24th March are quite similar to those enjoyed by the Bank of Japan and place the First Bank in the position of the Central Bank of Korea. The value of bank notes hitherto issued by the Bank, is about Y 3,200,000. With regard to the coinage reform, the First Bank will commence to take up nickels on the 1st July. The handling by the Bank of the Korean Government funds will gradually prevent the dishonesty of the local officials. The Bank newly establishes branches in Pingyang, Wonsan (Gensan) and Taiku (Hyong-syang province) and agencies at Song-do, Wiju and Songchin.

Philatelists in the Postal Department should take warning from the punishment meted out to Chan Yuk, a postman, not to remove postage stamps from letters. Chan was caught in the act, and at the instance of the Postmaster General, was charged with the offence before Mr. F. A. Hazeland at the Police Court on 5th May. Mr. Johnston informed His Worship that this practice was being carried on to a great extent of late, and asked that such a sentence be inflicted as would act as a deterrent to others in the Department. The defendant was sentenced to four months' hard labour. The case may perhaps explain where some of the undelivered letters go.

Albert R. Hager, who was sent to St. Louis with the Exposition Board, desired some information from the Filipino students in the United States, and wrote to one young man in California asking him what "tribe" he belonged to in the Philippines. The reply which he received was something of a surprise to the tactless inquirer. The young man warmly denied that he belonged to any "tribe," and made it nothing less than an insult to be referred to in the same way as the American Indian. The young man concluded by stating that if the Americans looked upon the Filipinos in that light he did not wish any longer to be considered as belonging to America.

COMMERCIAL.

SILK.

Messrs. A. R. Burkill & Son's Silk Circular, dated Shanghai, 29th April, 1905, states:—The home markets are quiet. Gold Kiling is quoted in London at 11/3 and in Lyons at Fcs. 31.50. Raw Silk.—Very little business is reported either in Teatles or Coarse Silks. Hand Filatures.—We only hear of one transaction. Steam Filatures.—A fair amount of business in low grade chops has been done for America. Yellow Silk.—A Settlement of Mienchew is reported at Tls. 372½. Tusseh Filatures.—Have been in some demand for America. Waste Silk.—The rise in Exchange has put a stop to all business.

CANTON, 22nd April, 1905.—Long-reels.—During the last fortnight, the demand has continued to rule very brisk; but transactions have been restricted to some extent by the small visible supply and the advance in exchange, as well as the Ching Ming (Tomb festival), which has been somewhat of a hindrance to large business. From sales made we quote: Fils.—Wing (heong) Ning 11/13 at \$945; Sun Yue Lun 9/11 at \$920; Yee Wo Loong 11/12 at \$910; Tung Wo Hing 10/12 at \$900; Kwong Shun Ching 11/13 at \$90; Yu King Lun 11/13 at \$870; Po Tien Hang 11/13 at \$870; Yu King 13/15 at \$855; Chue Sun Hang 13/15 at \$850; Wai King Wo 18/22 at \$780; Yee Wo Hing 13/15 at \$747½. Short-reels.—The good enquiry from America is still maintained; but generally limits were far under the prices asked by dealers. The grades extra A and B are nearly exhausted, both for ready cargo and forward deliveries. Waste Silk.—Buyers have shown more readiness to meet holders, and some business ensued at irregular prices according to quality. The "Extra Extra" and "Market Extra" are getting more scarce daily. Stock of Silk in Canton: 800 Bales.

SUGAR.

HONGKONG 12th May.—Market being a little weaker the prices are slightly going downward. Shekloong, No. 1, White.....\$9.20 to \$9.25 pcls. Do. " 2, White..... 8.05 to 8.10 " Do. " 1, Brown..... 6.90 to 6.95 " Do. " 2, Brown..... 6.75 to 6.80 " Swatow, No. 1, White..... 8.85 to 8.90 " Do. " 2, White..... 7.85 to 7.90 " Do. " 1, Brown..... 6.70 to 6.75 " Do. " 2, Brown..... 6.60 to 6.65 " Foochow Sugar Candy.....13.25 to 13.40 " Shekloong "12.55 to 12.60 "

RICE.

HONGKONG, 12th May.—The prices are advancing, large demands having come forward. Saigon, Ordinary.....\$2.20 to \$2.25 " Round, good quality..... 3.90 to 4.00 " Long..... 4.20 to 4.25 Siam, Field mill cleaned, No. 2..... 3.10 to 3.25 " Garden, " No. 1..... 3.25 to 3.30 " White, 4.20 to 4.25 " Fine Cargo..... 4.38 to 4.40

Messrs. W. G. Hale & Co.'s Circular, dated Saigon 5th May, 1905, states:—Arrivals of grain are falling off largely and stocks remaining in the districts are said to be low and held in strong hands. Owing to the uncertainty of filling their requirements of Paddy, millers show no desire of entering into forward contracts. There is hardly anything to be called a demand from any direction. Prices remain firm anyhow.

We quote for May to June delivery:—

No. 2 White sifted (trié) steam per picul milled (round) \$3.76 No. 2 White unsifted (ordinaire) steam milled (round) \$3.30 5 % Cargo steam milled (round) \$3.22 10 % Cargo steam milled " \$3.13 20 % Cargo steam milled " \$3.13

* Prices according to terms and conditions.

OPIUM.

HONGKONG, 13th May.

Quotations are:— Allow'ce net to 1 catty. Malwa New\$1130 to — per picul. Malwa Old\$1180 to — do. Malwa Older\$1240 to — do. Malwa V. Old.....\$1320 to — do. Persian fine quality...\$1000 to — do. Persian extra fine.....\$1020 to — do. Patna New\$1125 to — per chest. Patna Old\$ — to — do. Benares New\$1095 to — do. Benares Old\$ — to — do.

COTTON.

HONGKONG 5th May:—A moderate business has transpired in fair to good qualities. Unsold stock about 4,000 bales.

Bombay..... \$19.00 to 21.00 per pel. Bengal (New), Rangoon { 20 65 to 23.50 " and Dacca " Shanghai and Japanese, 25.00 to 26.00 " Tungchow and Ningpo, 25.00 to 26.00 " Reported sales 850 bales.

PIECE GOODS.

Messrs. Noel, Murray & Co., in their Report on the Shanghai Piece Goods Trade, dated Shanghai, 4th May, 1905, state:—Following up the remarks in our 1st issue concerning the confessed ignorance of the British Government as to China's non-observance of the Mackay Treaty, we have now to report that a strongly worded telegram, signed by the majority of the influential British firms here has this week been despatched to Downing Street, and it is to be hoped that this will have the desired effect. There is no further reliable news as to the whereabouts of the Baltic Fleet and its presence in these waters still causes a feeling of great uneasiness. In the meantime business here has been practically suspended owing to the Race Holidays, and from first hands we hear of very little having been done. This is not to be wondered at when one takes into consideration the enormous quantities booked for this market and the very extended deliveries and high prices now asked by the majority of makers of plain staples both in England and America. There must, however, be a steady business going on amongst the Natives as clearances both for Tientsin and the River Ports, keep up very well with the exception of fabrics for Summer use. Clearances of Fancies show a falling off, especially of Fast Black Italians, which are still in over-supply and the market has not been improved by recent forced sales of these goods at very low prices. We are, moreover, now approaching the quietest time of the year for these goods, and no improvement is to be expected for at least two months. The Home markets continue firm, but as far as Manchester is concerned very little fresh business appears to have been put through. Private telegraphic advices from New York, however, report that some purchases have been made for this market, but no details are forthcoming. The latest quotations from Liverpool are 4.27d. for Mid. American and 6½d. for Egyptian, the former being 14 points higher and the latter ½d. down. Piece Goods.—As already mentioned there has been practically no transactions announced from first hands and the principal business among second hands is confined to American Sheetings, of which a fair quantity were dealt in on the basis of Tls. 4.20 to Tls. 4.25. We also believe some American Shirtings were sold at Tls. 3.10 while fine White Shirtings have again been dealt in at Tls. 4.20. Besides these a few small sales of special makes appear in the book. The Auctions did not go nearly so well as the prices would indicate, and while prices for Grey Shirtings, T-Cloths and Black Lastings keep steady those for White Shirtings and Cotton Italians are down. Long Ells and Camlets showed advances of two and a half to five candareens per piece. Cotton Yarn.—Indian.—There has again been some enquiry from Tientsin for No. 10s. at last rates, but the River Ports have taken rather more of No. 20s. Prices have shown no change, in fact may be called steady, but the quantities advised as being sold only amounts to 730 bales.

AMOY CUSTOMS RETURNS.

MAY 1st, 1905. List of the principal goods passed through the Amoy Custom House from 8th April to 28th April, 4 p.m., 1905:—

IMPORTS.

| Goods | QUANTITY |
|--------------------------|------------|
| Cotton Raw, Indian | pls. 117 |
| " " Native | " 90 |
| " Yarn | " 3,501 |
| Shirtings, Grey | " 1,000 |
| T-Cloths | " 2,796 |
| Shirtings, White | " 2,859 |
| T. Red Shirtings | " 192 |
| Drills | " 26 |
| Shirtings Dyed, Brocades | " 626 |
| " Dyed | " 480 |
| Damasks | " — |
| Camlets | " 110 |
| Lastings | " 27 |
| Spanish Stripes | yds. 1,001 |
| Lustres, Figured | " — |
| Lead, in pigs | pls. 328 |
| Tin, in slabs | " 110 |
| Iron, Nail rod | " 101 |
| Quicksilver | " — |
| Iron, Old | " 499 |
| Ironwire | " 104 |

GOODS QUANTITY

| Goods | QUANTITY |
|------------------------|-------------|
| Rice | pcs. 19,811 |
| Opium, Patna | " — |
| " Benares | " 139 |
| " Persia | " 54 |
| " Malwa | " 5 |
| " Szechuan | " 31 |
| " Yunnan | " 35 |
| " Kiangsu | " 13 |
| Sesamum Seed | " 230 |
| Sapanwood | " — |
| Sandalwood | " 49 |
| Rattans | " 172 |
| Wheat | " 1,677 |
| Flour | " 2,796 |
| Beancake | " 53,655 |
| Beans and Peas | " 12,596 |
| Bicho de Mar | " 283 |
| Mats Tea | pcs. — |
| Oil, Kerosine American | gals. — |
| " " Borneo in bulk | " — |
| " " Japanese | " — |
| " " Sumatra | " — |
| " " Bulk | " 76,075 |
| Coal | tons. — |
| Tobacco Leaf | pls. 40 |
| Vermicelli | " 137 |

EXPORTS.

| Goods | QUANTITY |
|-----------------------|-------------|
| Sugar, White | pls. 188 |
| " Brown | " 1,408 |
| " Candy | " 1,000 |
| Hemp Bags | pcs. 51,550 |
| " Sacking | " 5,400 |
| Paper I Quality | pls. 1,826 |
| " II | " 712 |
| Tobacco, Prepared | " 1,118 |
| Kittysols (umbrellas) | pos. 1,600 |

MISCELLANEOUS IMPORTS.

HONGKONG, 5th May.—The prices ruling are as follows:—

COTTON YARN— per bale
Bombay—Nos. 10 to 20, ...\$ 90.00 to 128.00
English—Nos. 16 to 24, ... 140.00 to 160.00
" 22 to 24, ... 160.00 to 165.00
" 28 to 32, ... 167.50 to 175.00
" 38 to 42, ... 180.00 to 190.00
Reported sales 3,500 bales.

COTTON PIECE GOODS— per piece
Grey Shirtings—6 lbs. 2.20 to 2.25
7 lbs. 2.30 to 2.40
8.4 lbs. 3.00 to 4.00
9 to 10 lbs. 4.10 to 5.30
White Shirtings—54 to 56 rd. 2.80 to 3.00
58 to 60 " 3.10 to 3.60
64 to 66 " 3.80 to 5.40
Fine 6.10 to 8.00
Book-folds 5.80 to 8.10
Victoria Lawns—12 yards ... 0.80 to 1.00
T-Cloths—6lbs. (32 in.), Ord'y. 2.20 to 2.30
7lbs. (32 "), " 2.70 to 3.00
6lbs. (32 "), Mexs. 2.25 to 2.70
7lbs. (32 "), " 2.90 to 3.20
8 to 8.4 oz., (36 in.) 3.25 to 3.80
Drills, English—40 yds., 13½ to 14 lbs. } 5.10 to 8.00

FANCY COTTONS—

Turkey Red Shirtings—1½ to 5 lbs. } 1.75 to 5.50

per yard
Brocades—Dyed 0.13½ to 0.14½
Damasks —
Chintzes—Assorted 0.08½ to 0.20
Velvets—Black, 22 in. 0.23 to 0.50
Velveteens—18 in. 0.21 to 0.23

per dozen
Handkerchiefs—Imitation Silk 0.58 to 1.50

WOOLLENS—

per yard
Spanish Stripes—Sundry chops 0.70 to 2.50
German 0.60 to 0.75
Habit, Med., and Broad Cloths 1.50 to 3.50

per piece
Long Ells—Scarlet, 7-9 lbs. 7.50 to 9.00
Assorted 7.65 to 9.15
Camlets—Assorted 20.00 to 32.00
Lastings—30 yds. 31 inches } 13.00 to 21.00
Assorted }

Orleans—Plain, 31 in. 10.00 to —

per lb.
Blankets—5 to 12 lbs. 0.65 to 1.60

METALS—

per picul
Iron—Nail Rod 4.00 to —
Square, Flat Round Bar (Eng.) 4.00 to —
Swedish Bar 4.05 to —
Small Round Rod 4.40 to —
Hoop ½ to 1½ in. 6.20 to —
Wire, 16/25 oz. 9.50 to —
Wire Rope, Old 3.00 to —
Lead, L.B. & Co. and Hole Chop 8.55 to —
Australian 8.55 to —

MISCELLANEOUS EXPORTS.

HANKOW, May 3rd, 1905.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

| | | |
|---|------------|------------|
| Cowhides, Best Selected | Per picul. | Tls. 35.00 |
| Do. Seconds | | 31.00 |
| Buffalo hides, Best Selected | | 18.00 |
| Goatskins, Untanned, chiefly white color | | 55.00 |
| Buffalo Horns, average 3-lbs. each | | 8.00 |
| White China Grass, Wuchang and/or Poochi | | 12.00 |
| White China Grass, Sinshan and/or Chayu | | 11.00 |
| White Vegetable Tallow, Kinchow | | 9.40 |
| White Vegetable Tallow, Pingchow and/or Machong | | 9.20 |
| White Vegetable Tallow, Mongyu | | 8.00 |
| Green Vegetable Tallow, Kiyu | | 11.00 |
| Animal Tallow | | 9.75 |
| Gallnuts, Usual shape | | 17.80 |
| Do. Plum do. | | 19.00 |
| Black Bristles | (nom.) | |
| Feathers, Grey and/or White Duck | | |
| Do. Wild Duck | | |
| Turmeric | | 3.00 |
| Sesamum Seed | | 4.25 |
| Sesamum Seed Oil | | 7.00 |
| Vegetable Tallow Seed Oil | | 8.00 |
| Wood Oil | | 8.10 |
| Tea Oil | | 9.00 |

Per P. & O. steamer *Coromandel*, sailed on 6th May. For London:—2 cases silks, 40 bales raw silk, 5 packages sundries, 1 package tea, 4 cases cigars. For Manchester:—225 bales waste silk. For Milan:—13 bales raw silk. For Lyons:—228 bales raw silk. For London:—5 cases Manila hats, 25 rolls mats, 23 cases chinaware, 5 cases feathers. For Marseilles:—5 bales hair, 153 packages tea, 160 bales raw silk. For Gibraltar:—1 case curios, 4 cases cigars.

Per P. & O. steamer *Pera*, sailed on 11th May. For London:—7,323 bales hemp, 9 packages private effects, 1 case lacquerware, 1,330 boxes tea (from Foochow), 200 packages tea (from Canton), 6 cases hair, 10 cases X ray apparatus. For London:—65 bales canes, 80 cases chinaware, 3 cases woodware, 5 cases rattanware, 50 bales waste silk, 2 packages sundries.

SHAKE REPORT

HONGKONG, 12th May, 1905.—A fair amount of business has been transacted during the week, chiefly in Inds and Banks; but many other stock have received considerable attention, and rates on the whole have ruled steady, notwithstanding the tendency to disquietude caused by the uncertain state of the political situation and the continued tightness of money amongst the Chinese.

BANKS.—Hongkong and Shanghai have changed hands at \$795 for cash, and sales for short dates forward have been effected at a little lower than equivalent rates; the market closes steady at \$795. London rate has declined to £80. Nationals are still enquired for at \$37 but we have no sales to report.

MARINE INSURANCES.—Unions have been placed at \$700. Cantons are enquired for at the increased rate of \$300, but none seem obtainable. Yangtszes and North Chinas remain unchanged and quiet.

FIRE INSURANCES.—Hongkongs have been done in fair lots at \$342½ and Chinas at \$86, both closing steady at quotations.

SHIPPING.—Hongkong, Canton and Macao, after further small sales at \$26½, have improved to \$26½ with buyers. Indo-Chinas with a demand from the North have gradually improved their position, and after fairly large sales at \$123, \$124 and \$125 cash, close firm with buyers at that rate. On time a fair business has been transacted at \$125, \$126 and \$127 for June, while a sale to Shanghai at \$128 for June is reported. Sales have also been effected at \$127 and \$128 July, and at \$130 for September; the London rate remains at £11. 15s. Od.

RAFFINERIES.—China Sugars have a little weakened, and after small sales at \$225 and \$224 for the settlements, and at \$236 and \$235 for August, close with sellers for settlement at \$224. Luzons continue in demand at \$27½ without bringing any shares on the market.

MINING.—Raubas have declined to \$3½ with sales at that, and at \$3.75. At time of closing sellers rule the market at quotation. Charbonnages remain unchanged and without business.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have receded to \$204 with small sales at that and equivalent rates for August and September, market closes quiet. Kowloon Wharves have further declined to \$105

after fair sales at that and \$106. New Amoy Docks continue quiet at \$21 without business. Farnhams have declined to Tls. 54, but Shanghai quotes buyers at that rate.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have found buyers at \$127, \$126½ and \$126, closing weak at the last rate. Hongkong H. tels have further advanced to \$144 after sales at \$142, \$143 and \$143½. More shares are wanted at \$144. Humphreys have been placed at \$13½, and later at \$13, market closing with sellers at \$13½. Kowloon Lands are still wanted in a small way at \$40.

COTTON MILLS.—Remain unchanged and without business.

MISCELLANEOUS.—China Borneos have been placed at \$13 and \$12½. China Providents at \$8½ and \$8½. Green Islands (old) at \$27 and \$6½. High Level Tramways at \$225 and \$27½, and Watsons at \$13½. A few Electrics are on offer at quotations; also Dairy Farms, China Borneos, and High Level Tramways.

Closing quotations are as follows:—

| COMPANY. | PAID UP. | QUOTATIONS. |
|--------------------------------|----------|-----------------------|
| Alhambra | \$200 | \$100, buyers |
| Banks— | | |
| Hongkong & Shanghai | \$125 | \$795 |
| National B. of China | \$7 | \$37, buyers |
| Bell's Asbestos E. A. | 12s. 6d. | \$5½, buyers |
| China-Borneo Co. | \$12 | \$13, sellers |
| China Light & P. Co. | \$10 | \$9, buyers |
| China Provident | \$10 | \$8½, sellers |
| Cotton Mills— | | |
| Ewo | Tls. 50 | Tls. 40, buyers |
| Hongkong | \$10 | \$16½, sellers |
| International | Tls. 75 | Tls. 40 |
| Laou Kung Mow | Tls. 100 | Tls. 42½ |
| Soychee | Tls. 500 | Tls. 180, sellers |
| Dairy Farm | \$6 | \$17, sellers |
| Docks & Wharves— | | |
| Farnham, B. & Co. | Tls. 100 | Tls. 154, buyers |
| H. & K. Wharf & G. | \$50 | \$105, sellers |
| H. & W. Dock | \$50 | \$204, sellers |
| New Amoy Dock | \$6½ | \$21, sellers |
| Shanghai & H. Wharf | Tls. 100 | Tls. 187, sales |
| Fenwick & Co., Geo. | \$25 | \$33, buyers |
| G. Island Cement | \$10 | \$26½, sales |
| | \$5 | \$17, sales |
| Hongkong & C. Gas | \$10 | \$160, buyers |
| Hongkong Electric | \$10 | \$17½, buyers |
| Do New | \$5 | \$11½, buyers |
| H. H. L. Tramways | \$100 | \$227½, sellers |
| Hongkong Hotel Co. | \$50 | \$144, buyers |
| Hongkong Ice Co. | \$25 | \$242, sales |
| Hongkong Rope Co. | \$50 | \$151, sales & buy. |
| H'kong S. Waterboat Insurance— | | |
| Canton | \$50 | \$300, buyers |
| China Fire | \$20 | \$86, sales & sel. |
| China Traders | \$25 | \$57, buyers |
| Hongkong Fire | \$50 | \$302½, sales & sel. |
| North China | \$25 | Tls. 82 |
| Union | \$100 | \$695, sellers |
| Yangtze | \$60 | \$180 |
| Land and Buildings— | | |
| H'kong Land Invest. | \$100 | \$126, sellers |
| Humphreys' Estate | \$10 | \$13½, sellers |
| Do New | \$10 | |
| Kowloon Land & B. | \$30 | \$40, sales & sel. |
| Shanghai Land | Tls. 50 | Tls. 115, buyers |
| West Point Building | \$50 | \$55, sellers |
| Mining— | | |
| Charbonnages | Fcs. 250 | \$490 |
| Raubas | 18/10 | \$3½, sales & sellers |
| Philippine Co. | \$10 | \$9½, sellers |
| Refineries— | | |
| China Sugar | \$100 | \$224, sellers |
| Luzon Sugar | \$100 | \$27½, buyers |
| Steamship Companies | | |
| China and Manila | \$25 | \$21 |
| Douglas Steamship | \$50 | \$34½ |
| H., Canton & M. | \$15 | \$26½, buyers |
| Indo-China S.N. Co. | \$10 | \$125, buyers |
| Shell Transport Co. | \$1 | 22s., 6d., buyers |
| Do. Preference | \$1 | 28. 10s. |
| Star Ferry | \$10 | \$37½, buyers |
| Do. New | \$5 | \$28, sales |
| Shanghai & H. Dyeing | \$5½ | \$50 |
| South China M. Post. | \$25 | \$23, buyers |
| Steam Laundry Co. | \$5 | \$7 |
| Do. New | \$3 | \$5, buyers |
| Stores & Dispensaries. | | |
| Campbell, M. & Co. | \$10 | \$36 |
| Powell & Co., Wm. | \$10 | \$11½, sellers |
| Watkins | \$10 | \$8, sellers |
| Watson & Co., A. S. | \$10 | \$13½, buyers |
| United Asbestos | \$4 | \$9½ |
| Do. Founders | \$10 | \$180 |

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset and Co.'s Share Report for the week ending May 4th, 1905, states:—The Settlement which fell due on the 28th ult. passed off without any difficulty. The Spring Race Meeting has interfered with business, causing a complete cessation on the 2nd, 3rd and 4th inst., so we have only a poor business to report for the week under review. The T.T. rate on London to-day is 2/7½. Banks.—H. & S. Bank. Quoted at \$795, the London quotation being £80. 10s. Od. Marine and Fire Insurance.—A transaction is reported in North Chinas at Tls. 82 ex div. Shipping.—Indos are slightly stronger. Transactions are reported at Tls. 89 cash, Tls. 89, 89½ and 90 for May; Tls. 91 July. Ordinary Tug shares have been placed at Tls. 55. Docks & Wharves.—S. C. Farnhams have risen slightly during the week. The market opened at Tls. 158 cash; Tls. 160 and 160½ July, Tls. 163½ August; later July shares were placed at Tls. 64 and 65, and August Tls. 65. The market closes stronger with sales for July at Tls. 64 and sellers. H. and S. Wharves. Cash shares have been placed at Tls. 87½. For May Tls. 190; June Tls. 192½ and 90; for July Tls. 98. Sugars.—A transaction is reported in Peraks at Tls. 60. Mining.—No business reported.—Lands.—Shanghai Lands reported at Tls. 115. Industrial.—The only business reported in Cotton stocks is in Ewos at Tls. 37½. Ice Shares have been placed at Tls. 25 and Paper and Pulp at Tls. 150. Gases at Tls. 115. Langkats have been fairly steady during the week at Tls. 240/41 and 42½ for cash, and Tls. 45, 47½ June, later Tls. 246½; and July Tls. 250. The Market closes quiet. Stores and Hotels.—Lane and Crawford have been placed at \$140. H. des Colonies at Tls. 22½. Weeks at \$19. Miscellaneous.—Horse Bazaars changed hands at Tls. 75. Loans & Debentures.—No business reported.

EXCHANGE.

FRIDAY, 15th May.

ON LONDON.—

| | |
|------------------------------------|-------|
| Telegraphic Transfer | 1/10½ |
| Bank Bills, on demand | 1/10½ |
| Bank Bills, at 30 days' sight | 1/10½ |
| Bank Bills, at 4 months' sight | 1/10½ |
| Credits, at 4 months' sight | 1/10½ |
| Documentary Bills, 4 months' sight | 1/10½ |

ON PARIS.—

| | |
|-------------------------|-----|
| Credits 4 months' sight | 240 |
|-------------------------|-----|

ON GERMANY.—

| | |
|-----------|------|
| On demand | 192½ |
|-----------|------|

ON NEW YORK.—

| | |
|-------------------------|------|
| Bank Bills, on demand | 236½ |
| Bank Bills, on demand | 45½ |
| Credits, 60 days' sight | 46½ |

ON BOMBAY.—

| | |
|----------------------|------|
| Telegraphic Transfer | 140½ |
| Bank, on demand | 140½ |

ON CALCUTTA.—

| | |
|----------------------|------|
| Telegraphic Transfer | 140½ |
| Bank, on demand | 140½ |

ON SHANGHAI.—

| | |
|-------------------------|-----|
| Bank, at sight | 71½ |
| Private, 30 days' sight | 72½ |

ON YOKOHAMA.—

| | |
|-----------|-----|
| On demand | 92½ |
|-----------|-----|

ON MANILA.—

| | |
|-----------|-----|
| On demand | 92½ |
|-----------|-----|

ON SINGAPORE.—

| | |
|-----------|-------------|
| On demand | 5½ p.c.p.m. |
|-----------|-------------|

ON BATAVIA.—

| | |
|-----------|------|
| On demand | 112½ |
|-----------|------|

ON HAIPHONG.—

| | |
|-----------|-------------|
| On demand | 1½ p.c.p.m. |
|-----------|-------------|

ON SAIGON.—

| | |
|-----------|-------------|
| On demand | 1½ p.c.p.m. |
|-----------|-------------|

ON BANGKOK.—

| | |
|-----------|-----|
| On demand | 61½ |
|-----------|-----|

SEVEREIGNS, Bank's Buying Rate .. \$10.50

GOLD LEAF, 100 fine, per tael .. \$55.20

BAR SILVER, per oz. 26½

FREIGHTS.

From Hankow per Conference Steamers.—To London and Northern Continental ports (via Shanghai):—46/- plus river freight. To Genoa, Marseilles or Havre (via Shanghai):—Tea and General Cargo 41/6 plus river freight. To New York (overland):—Tea G. \$1½ cents per lb. gross plus river freight. To New York (via Suez):—Tea and General Cargo 35/- per ton. To Shanghai:—Tea and General Cargo Tals 1.80 per ton weight or measurement.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

May—

ARRIVALS.

- 5, Alacrity, British des.-ves., from Mirs Bay.
 5, Centurion, British ship, from Mirs Bay.
 5, Coromandel, British str., from Shanghai.
 5, Emma Luyken, Ger. str., from Swatow.
 5, Glory, British battleship, from Mirs Bay.
 5, Halvard, Norwegian str., from Samaran.
 5, Hongkong, French str., from Haiphong.
 5, Ischia, Italian str., from Bombay.
 5, Ocean, British battleship, from Mirs Bay.
 5, Triumph, German str., from Shanghai.
 5, Zaida, British str., from Rangoon.
 6, Eiger, Norwegian str., from Chinkiang.
 6, Haiching, British str., from Coast Ports.
 6, J. Diederichsen, Ger. str., from Haiphong.
 6, Teenkai, British str., from Shanghai.
 6, Tsintan, German str., from Kolsichang.
 6, Yochow, British str., from Shanghai.
 7, Bangkok, German str., from Bangkok.
 7, Gulf of Venice, British str., from Manila.
 7, Hue, French str., from Haiphong.
 7, Jason, British str., from Shanghai.
 7, Rajaburi, German str., from Bangkok.
 7, Shantung, British str., from Saigon.
 8, Angola, British str., from Mororan.
 8, Charterhouse, British str., from Straits.
 8, Kumsang, British str., from Calcutta.
 8, M. Struve, German str., from Manila.
 8, Neumuehlen, German str., from Cardiff.
 8, Prinz Sigismund, Ger. str., from Sydney.
 8, Taming, British str., from Cebu.
 8, Yuensang, British str., from Manila.
 8, Zafiro, British str., from Manila.
 9, Bayern, German str., from Hamburg.
 9, Dufferin, British transport, from Taku.
 9, Forsteck, German str., from Newport.
 9, Haimun, British str., from Tamsui.
 9, Hellas, German str., from Wuhu.
 9, Kwanglee, Chinese str., from Shanghai.
 9, Preussen, German str., from Yokohama.
 9, Queen Eleanor, British str., from Mororan.
 9, Sungkiang, British str., from Manila.
 10, Dagny, Norwegian str., from Newchwang.
 10, Den of Kelly, British str., from London.
 10, Elax, British str., from Pulo Samboe.
 10, Fooshing, British str., from Wuhu.
 10, Hecla, British torpedo, from Singapore.
 10, Ningchow, British str., from Liverpool.
 10, Nord, Norwegian str., from Saigon.
 10, Pera, British str., from Yokohama.
 10, Proteus, Norwegian str., from Swatow.
 10, Tsintan, British str., from Kobe.
 11, Bonaventure, British str., from Mirs Bay.
 11, Choyang, British str., from Shanghai.
 11, Eiger, Norwegian str., from Canton.
 11, Hailan, French str., from Pakhoi.
 11, Callao, U.S. gunboat, from Canton.
 11, Hopsang, British str., from Hongay.
 11, Mathild, German str., from Shanghai.
 11, Segovia, German str., from Shanghai.
 11, Yatshing, British str., from Wuhu.
 12, Chibbi, British str., from Tientsin.
 12, Decidee, Fr. gbt., from Kwangchauwan.
 12, Forsteck, German str., from Canton.
 12, Haitan, British str., from Coast Ports.
 12, Heathbank, British str., from Amoy.
 12, Hinsang, British str., from Wuhu.
 12, Loosok, German str., from Bangkok.
 12, Onsang, British str., from Manila.
 12, Pollux, Norwegian str., from Manila.
 12, Tean, British str., from Manila.
 12, Themis, Norwegian str., from Kobe.
 12, Wosang, British str., from Tientsin.
 13, B. Bjornson, Norw. str., from Anping.
 13, Chiyuen, Chinese str., from Shanghai.
 13, Derwent, British str., from Saigon.
 13, Glenogle, British str., from Singapore.
 13, Holstein, German str., from Hoihow.
 13, Shaohsing, British str., from Shanghai.
 13, Sirocco, British str., from Moji.
 13, B. Bjornson, Norw. str., from Anping.
 13, Chiyuen, Chinese str., from Shanghai.
 13, Deccan, British ship, from New York.
 13, Derwent, British str., from Saigon.
 13, Glenogle, British str., from Singapore.
 13, Holstein, German str., from Hoihow.
 13, Pitsanulok, German str., from Bangkok.
 13, Shaohsing, British str., from Shanghai.
 13, Sirocco, British str., from Moji.
 13, Stanley Dollar, British str., from Moji.
 14, City of Birmingham, British sch., from Grimsby.
 14, Edendale, British str., from Singapore.
 14, Emma Luyken, German str., from Amoy.
 14, Fri, Norwegian str., from Haiphong.

- 14, Pal rmo, British str., from London.
 14, Szachnen, British str., from Tientsin.

May—

DEPARTURES.

- 5, Anghin, German str., for Bangkok.
 5, Benmohr, British str., for Nagasaki.
 5, C. F. Laesz, German str., for Shanghai.
 5, Lyra, American str., for Tacoma.
 5, Pronto, Norwegian str., for Chefoo.
 5, Rubi, British str., for Manila.
 5, Waihora, British str., for Swatow.
 6, Coromandel, British str., for Europe.
 6, Empire, British str., for Australia.
 6, Loongsang, British str., for Manila.
 6, Michael Jebson, German str., for Kobe.
 6, Hailan, French str., for Hoihow.
 6, Heim, Norwegian str., for Bangkok.
 6, Kaifong, British str., for Manila.
 6, Kin'uck, British str., for Nagasaki.
 6, Kolsichang, German str., for Bangkok.
 6, Ormidale, British str., for Yokohama.
 6, Slavonia, German str., for Hamburg.
 6, Sperber, German str., for Singapore.
 6, Volute, British str., for Balik Papan.
 7, Benvenue, British str., for Kolsichang.
 7, Boscombe, Norwegian str., for Calcutta.
 7, Emma Luyken, German str., for Swatow.
 7, Frithjof, Norwegian str., for Tamsui.
 7, Samsen, German str., for Bangkok.
 7, Teenkai, British str., for London.
 7, Trafalgar, British str., for Newcastle.
 7, Yunnan, French str., for Shanghai.
 8, Hongkong, French str., for Haiphong.
 8, Shantung, British str., for Yokohama.
 8, Telemachus, British str., for Saigon.
 8, Triumph, German str., for Shanghai.
 9, Andree Rickmers, Ger. str., for Bangkok.
 9, China, American str., for San Francisco.
 9, Dewawongse, German str., for Bangkok.
 9, Haiching, British str., for Swatow.
 9, Helena, German str., for Hoihow.
 9, Herakles, Swedish str., for Shanghai.
 9, J. Diederichsen, Ger. str., for Haiphong.
 9, Jason, British str., for London.
 9, Suisang, British str., for Calcutta.
 9, Venus, American str., for Manila.
 9, Zaida, British str., for Amoy.
 10, Andromeda, British cruiser, for Mirs Bay.
 10, Bayern, German str., for Shanghai.
 10, B. A. Broch, Norwegian str., for Moji.
 10, Centurion, British ship, for Mirs Bay.
 10, Charterhouse, British str., for Amoy.
 10, Emprs. of Japan, Brit. str., for Vancouver.
 10, Glory, British battleship, for Mirs Bay.
 10, Halvard, Norwegian str., for Amoy.
 10, Hellas, German str., for Canton.
 10, Hogue, British cruiser, for Mirs Bay.
 10, Hue, French str., for Haiphong.
 10, Kwanglee, Chinese str., for Canton.
 10, Kwanglee, Chinese str., for Shanghai.
 10, Ocean, British battleship, for Mirs Bay.
 10, Preussen, German str., for Europe.
 10, Prinz Sigismund, German str., for Kobe.
 10, Taming, British str., for Manila.
 10, Yochow, British str., for Ningpo.
 11, Cheangchow, British str., for Amoy.
 11, Dagny, Norwegian str., for Canton.
 11, Dufferin, British transport, for Bombay.
 11, Fooshing, British str., for Canton.
 11, Haimun, British str., for Swatow.
 11, Hangsang, British str., for Shanghai.
 11, Hanoi, French str., for Haiphong.
 11, Lyeemoon, German str., for Shanghai.
 11, Pera, British str., for London.
 12, Angola, British str., for Batavia.
 12, C. Diederichsen, Ger. str., for Haiphong.
 12, Choyang, British str., for Canton.
 12, Den of Kelly, British str., for Yokohama.
 12, Elax, British str., for Shanghai.
 12, Florida, Norwegian str., for Saigon.
 12, Hinsang, British str., for Canton.
 12, Kensington, British str., for Moji.
 12, Ningchow, British str., for Nagasaki.
 12, Rajaburi, German str., for Bangkok.
 12, Segovia, German str., for Hamburg.
 12, Sungkiang, British str., for Manila.
 12, Wosang, British str., for Canton.
 12, Yatshing, British str., for Canton.
 12, Yuensang, British str., for Manila.
 13, Alacrity, British des.-ves., for Mirs Bay.
 13, Bangkok, German str., for Bangkok.
 13, Bonaventure, British str., for Mirs Bay.
 13, Chibbi, British str., for Canton.
 13, Chiyuen, Chinese str., for Canton.
 13, Eiger, Norwegian str., for Tientsin.
 13, Ischia, Italian str., for Bombay.
 13, Mausang, British str., for Sandakan.
 13, M. Struve, German str., for Mauritius.
 13, Tainan, British str., for Australia.

- 13, Zafiro, British str., for Manila.
 14, Bogstad, Norwegian str., for Nagasaki.
 14, Erna, German str., for Saigon.
 14, Haitan, British str., for Coast Ports.
 14, Proteus, Norwegian str., for Tamsui.
 14, Themis, Norwegian str., for Kobe.
 14, Tsintan, German str., for Bangkok.

PASSENGER LIST.

ARRIVED.

Per *Coromandel*, from Shanghai for Hongkong. Mr. H. Sharp, Mr. and Mrs. Robertson, Miss B. Kennett, Mr. and Mrs. Jamieson, Messrs. R. Bauld and Hammond; for Colombo and London, Mr. Lazarus; for Port Said, Mr. Ostrovsky and Mrs. Zabooskaia; for London, Mr. and Mrs. Olsen and 3 children; Messrs. E. Toyne and Marty, Misses M. and V. Adamson, Mr. and Mrs. Hope Gill and infant, Mr. R. C. Macdougall, Miss Angvik, Mr. R. K. Johnson, Dr. T. A. Chalmers, and Mr. Jenner Hogg; for Marseilles, Miss Coxon; from Yokohama for London, Messrs. Jones, Nelson, Brown, and Montgomery.

Per *Preussen*, from Yokohama. Mr. I. N. Stein, Mrs. and Miss Garson, Messrs. A. E. Faernly and Albert Kopp; from Nagasaki, Messrs. D. K. Mitchell and S. A. Mitchell, Mr. and Mrs. C. J. Williams, Mrs. Jewell, Mr. S. Yamaguchi, Messrs. Suya Matsunaka and Kimatsu Yamasaki; from Shanghai, Messrs. G. H. May and A. D. Scott, Lieut. L. Ashe, Mrs. Figueiredo and children, Messrs. E. L. Miles, G. R. Glutstich, Misses K. and C. Glutstich, Miss A. Curtis, Messrs. O. B. Robe, G. L. Gubay, J. Hindes, Mr. C. R. Graham, Miss Goldenberg, Mr. and Mrs. Johnstone, Mrs. Fundt, Miss Jeng Sport, and Mr. Ernest Feldmann.

Per *Bayern*, from Antwerp. Vice-Consul A. Moulart; from Hamburg, Miss G. Harms; from Southampton, Mr. Dickson and family, Messrs. Graham Meall and H. Schlee and family, and Mrs. Wolfe and 2 daughters; from Genoa, Mr. H. R. Lutz, Mr. and Mrs. Geisler, and Mr. M. C. Yen and family; from Naples, Mr. Enking; from Singapore, Mr. and Mrs. Sherman, Mrs. J. L. Mody, Messrs. T. Stanley, R. F. Morris, W. L. Brock, A. Kind, C. Lisson, Lovell, H. Zacharias, E. Siebs, Mr. and Mrs. Brown, Messrs. A. Ribeiro and A. Rower.

Per *Tainan*, from Kobe for Hongkong, Mr. and Mrs. Vilondaki and child, Colonel M. E. Cooke-Collis, Mrs. H. S. Selfe, Rev. W. T. Austen, Messrs. J. Howith, J. Y. Alexander, and Yoshitaka Natsuya.

DEPARTED.

Per *Coromandel*, from Hongkong for Singapore, Capt. Frank T. Phillips; for Bombay, Messrs. F. Devjee, F. Rahim, Essooally Soolemanjee, M. Fugalally, and A. R. Normand; for Marseilles, Col. J. F. Lewis; for London, Mr. and Mrs. Frank Smyth and family, Mrs. Brank and family, Mr. and Mrs. Geo. Sinclair, Miss Codrington, Messrs. T. H. W. Price and B. Johnston.

Per *China*, for China and Japan ports, Dr. A. B. Zanetti, Messrs. H. Smith, Geo. Krumseig, P. W. McClintock, Mr. and Mrs. J. Hauptli, Miss A. Hauptli, Mrs. E. Nolasco, Mrs. S. Nolasco, Misses M. and A. Nolasco, Messrs. P. Nolasco, H. B. Craybill, H. W. Snook, Alex. Mackie, C. Muller, Mrs. H. W. Fraser, Messrs. A. Gideon, J. C. Ferguson and son, C. O. Major, E. B. Merchant, G. A. Forsaith, Deacon Elias, H. E. Kerwa, Wm. D. Noyes, O. D. Wannamaker, D. G. Howe, Chris. Johnson, H. Hewitt, J. T. Shibata, Mr. and Mrs. G. S. Oliver; for San Francisco, &c., Messrs. F. A. Gomez, A. J. Gomez, Capt. G. V. Henry, Jno. B. Horton, Chas. N. Ferrier, R. H. Hampson, A. Zimmermann, Rev. M. J. O'Connor, Lieut. W. N. Campbell, Rev. and Mrs. J. B. Rogers and 3 children, Mr. and Mrs. T. J. Smith, Mr. Percy G. Dwyre, Dr. E. E. Roberts, Lieut.-Comdr. A. W. Grant, Mr. J. N. Boyd, Rev. and Mrs. C. C. Drummond and 3 children, Messrs. Otto Gaumer, J. C. Mulder, H. B. Chambers, Lieut. R. Brooke, Jr., Miss H. C. Bates, Mr. and Mrs. C. H. Lawson, Miss D. M. Cameron, Messrs. J. C. C. Barthell, J. Nolasco, Lieut. and Mrs. H. E. Yarnell, Messrs. M. Stucken and C. Lavadia, Mrs. F. Gillette, Rev. E. W. Thwing, Messrs. David Jones and Albert Heim.

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